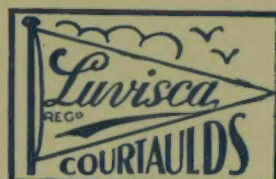




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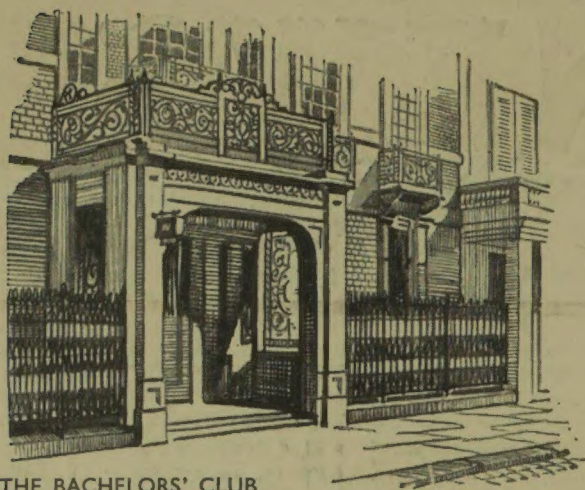
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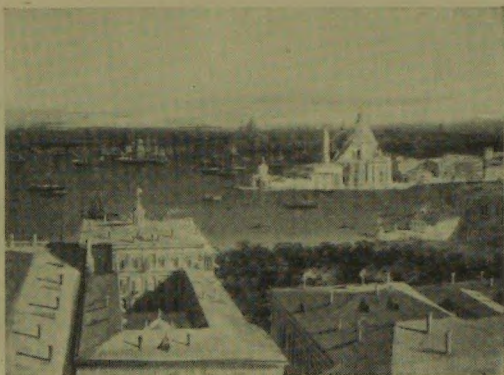
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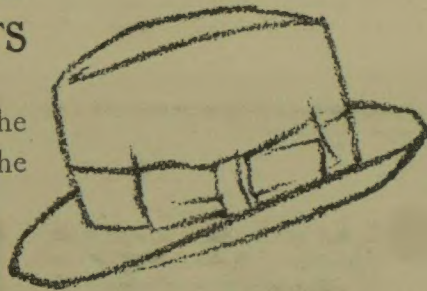
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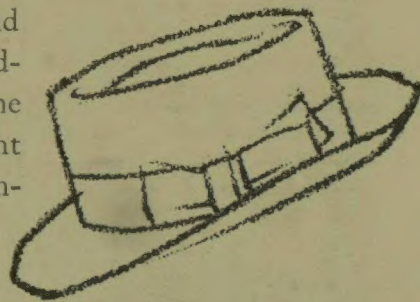
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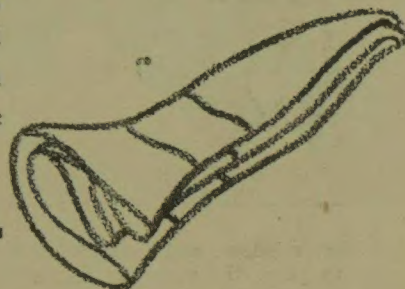
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### Ermine and Mink.

Snow-white ermine is the fur for evening wear, and the notable furriers are using it for wraplets as well as long coats; its charm may be increased with silver or white fox. Sable is so costly that it cannot be said to be fashionable. Coats of mink are accepted for day and evening; there is no fur that varies so much in price; nevertheless, it has a rival in dyed ermine. An attempt is being made to create a vogue for seal skin, treated so that it assumes a lovely golden-brown shade. Kolinski is rapidly coming into favour.

### Persian Lamb and Broadtail.

Persian lamb is the most beautiful fur of its type, swiftly followed by broadtail; its markings are inimitable. Again there is Indian lamb, which is dyed a variety of colours, including mocha, chocolate, café, briarwood, chestnut, marine blue, and a tint that suggests bottle-green; moleskin likewise visits the dyer's vat. Naturally, coats of musquash,



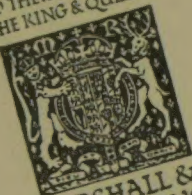
antelope, reindeer, and marmot all have their rôles to play. It must be related that the consensus of opinion is that the coming season will be one of wraplets.

### Pictured Fashions.

It is furs of the Empire that are shown on this page; the originals may be seen in the salons of Marshall and Snelgrove, Oxford Street, W. At the top on the right is a coat of Indian lamb of an elusive beige shade enriched with natural blue fox, and the tints are in complete harmony. Natural Canadian mink is present in the model (right centre). Pure White Canadian ermine skins have been used for the luxurious evening wrap in the centre of the page. The Hudson Bay Territory has contributed the natural silver fox skins for the cape on the left. On the extreme right is a grey Indian lamb coat, and in it the tailor's and the furrier's art are seen in happy unison. It will make a direct appeal to all who appreciate the value of simplicity. Arctic fox trims the model next to it.



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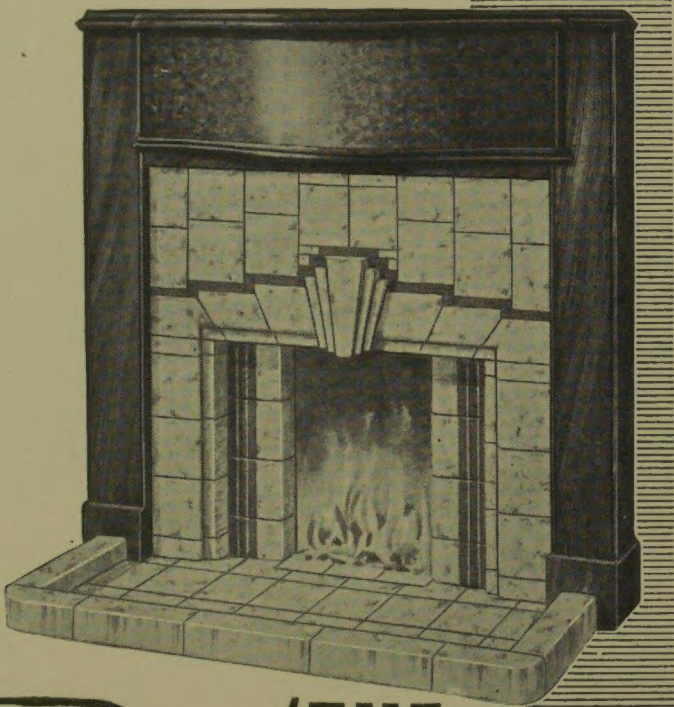
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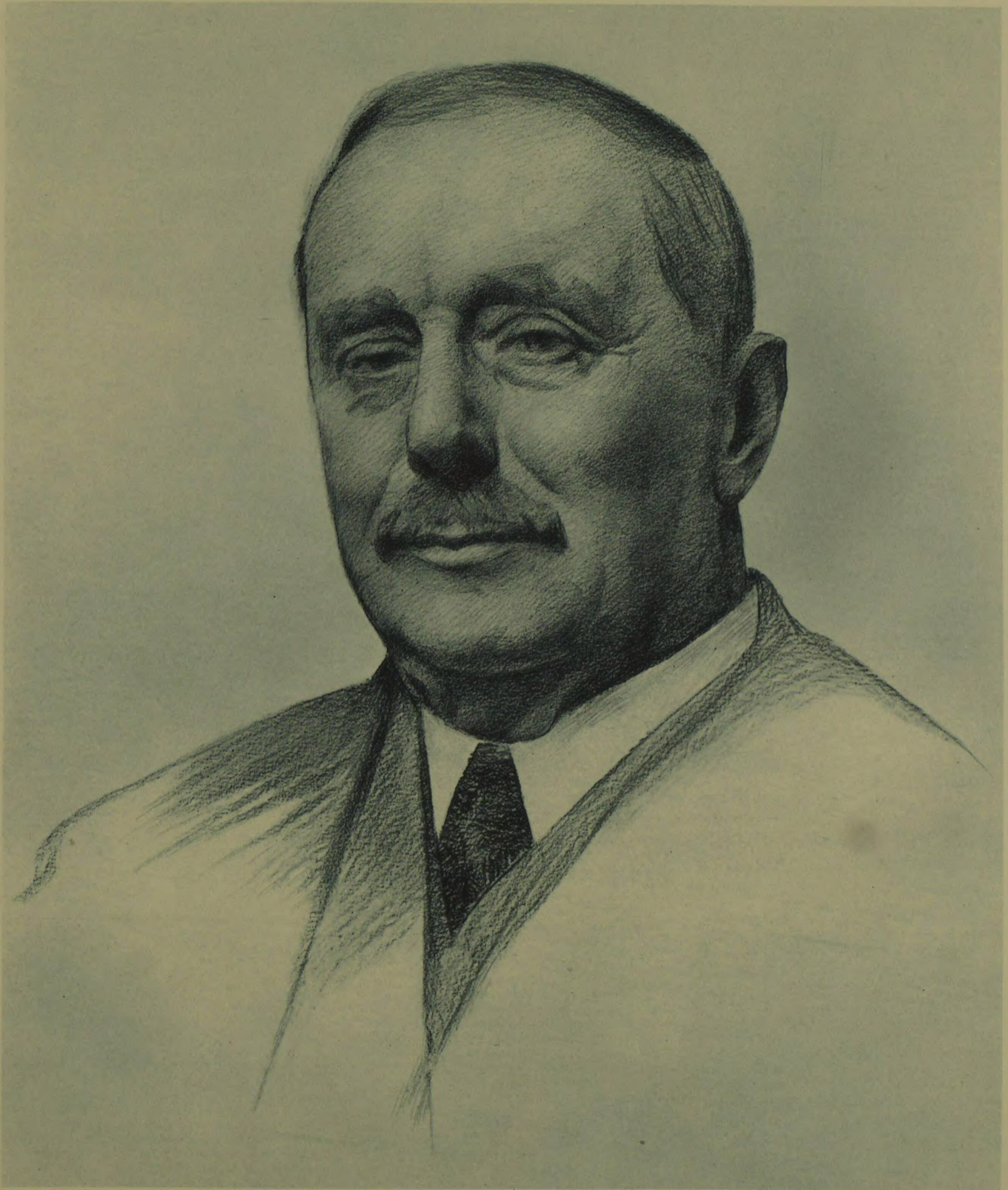
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SATURDAY, OCTOBER 6, 1934.



**"THE CONTACTS OF A MIND AND A WORLD": MR. H. G. WELLS, WHO REPORTS HIS PROBLEMS TO HIMSELF IN HIS "EXPERIMENT IN AUTOBIOGRAPHY: DISCOVERIES AND CONCLUSIONS OF A VERY ORDINARY BRAIN."**

The first of the two volumes of Mr. H. G. Wells's "Experiment in Autobiography" will be published on Monday; with the promise that the second volume will be issued early in November. The title suggests a form that is out of the ordinary, and the author himself declares that he has sought to gain freedom of mind by writing a report about his many perplexities—to himself. He notes, further: "An autobiography is the story of the contacts

of a mind and a world," and it is not surprising, therefore, that his Introductory Chapter includes not only a Prelude, drafted in 1932, which, he says, reveals, artlessly and plainly, what Jung would call his *persona*, but a section, "Quality of the Brain and Body Concerned," which explains the modest subtitle of the book—"Discoveries and Conclusions of a Very Ordinary Brain (Since 1866)." Need it be added that Mr. Wells was born in 1866?

FROM THE DRAWING BY J. KERR-LAWSON.



By G. K. CHESTERTON.

IF only as a flight of fancy, most of us must have wondered what would become of the proverbs if they no longer corresponded to the practical facts. What would be the position of proverbial expressions, which make a language picturesque, if they were no longer in the picture? Suppose that all our towns and cities were always reeling and toppling and tumbling in one long protracted earthquake, should we still say "as safe as houses"? If the Bank of England went bankrupt, should we continue to say "as safe as the Bank"? Would popular speech still refer to being as fat as a pig or as plump as a partridge, if all the pig-fanciers were producing a porcine breed modelled on the graces of the greyhound; or if partridges took to fasting in an austere manner out of religious asceticism, or the far more fanatical ideal of fashionable slimming? Various other birds or beasts have figured in proverbs and popular phrases as types of what is rare or peculiar or perplexing, ranging from black swans to white elephants. Would they remain like arbitrary heraldic symbols, even if all the swans in the world turned black, or white elephants began to breed like rabbits or herrings, and to fill the whole earth with their earth-shaking surplus population: a somewhat alarming vision? Should we continue to say "as cold as Christmas" if we all moved to Australia, or if Christmas became a movable feast and moved to Midsummer Day? In the English climate (it may be answered) perhaps we should. Should we passionately asseverate that something was as true as death, even if we all joined the religion of some Mrs. Eddy, which declared that death is a delusion, imposed by a conspiracy of undertakers?

In this verbal or proverbial form, the conjecture may be difficult to test; and some may even doubt if it is worth testing. But there is a more serious social parallel, in which the same problem appears in relation to practical facts and proverbial assumptions. One of the most curious things about this curious period of history is that vast changes have taken place in certain departments, which must eventually have vast effects in other departments; but as yet the other departments seem unconscious of the change. I fancy I mentioned one example on this page; the revolt of modern artists against the Renaissance. I have this moment been turning over the pages of a new and extremely interesting book by Mr. Ezra Pound, and my eye caught a phrase like "the stupidity of Rubens." The distinguished critic whose sad death occurred recently, Mr. Roger Fry, has written pages in exposition of the art of the twentieth century, which must certainly have been taken by his pupils as carrying some such suggestion about the art of the sixteenth century. I mean that Mr. Fry himself probably would not have said this, or would not have meant it; but the followers of a new art almost always exaggerate the ineptitude of an old art; and the odd thing is that the particular kind of old art now being called inept is really the art of the Renaissance. Certainly, if the realistic representation of a real object, or the limitations

of perspective and anatomy, is a vulgar trick to be dismissed as "photographic," the Renaissance must lose much of its historical prestige among those who take that view. I am not saying that I take that view; or, indeed, that I take the other view, or any view. I only remark that while the Renaissance is no longer treated as triumphant in its most famous department, it is still treated as the triumph of all history and humanity in many other departments. Sooner or later, the failure of its particular claim must have some effect in weakening its general claim; whether the change be for the better or no. Surely Michelangelo was much more like a great artist than Bacon was like a great philosopher; and the world will hardly go on worshipping the Renaissance philosophy if it is blaspheming the Renaissance art.

and romantics living entirely among the tombs, or weeping among the ivyclad ruins of the past—it is certainly not we who are in favour of renewing persecution.

Most of us are in favour of preserving the ivyclad ruin called Liberty; even the liberty of the Press. It is Youth, it is Progress, it is the Age of Science, it is all the brisk boys who believe in machinery and modern organisation—it is they who believe in persecution and do not believe in liberty. It is the hero of Mr. H. G. Wells who has rebelled against Mr. H. G. Wells; it is Mr. Straker who has driven his new motor-car over the earlier ideals of Mr. Shaw. It is the scientifically educated young man, the engineer, the electrician, the man who has studied statistics and eugenics in

the latest schools, who is now crushing freedom of speech all over Europe. It is significant that the pioneers of the return of persecution, the men who first of all suppressed papers and parties, were the Bolshevists. In this the Fascists were only producing an imitation of the Bolshevists. Since then, the Hitlerites have produced a very bad imitation of the Fascists. But anyhow, nobody can be called modern who does not realise that it was the Moderns who revived religious and philosophical persecution. Nobody is living in a world of realities, nobody is alive in the land of living men, who does not realise that it is the most recent and realistic sort of people who have treated the liberty of doctrine as if it were itself an exploded doctrine. The Master-builder talked of the rising generation knocking at the door. As the old gentleman probably kept his door shut, he naturally never saw what they were really like; anyhow, he and his literary creator would have been very much surprised to see what they have been like lately. It is they who have been knocking at the door, not to say banging at the door, of the editorial offices of the *Bird of Freedom*; and it is they who have gutted the office, smashed the printing press, imprisoned the editor for heresy, or generally put the *Bird of Freedom* in a cage.



AFTER ELECTION AS LORD MAYOR OF LONDON FOR THE COMING CIVIC YEAR: SIR STEPHEN KILLIK; WITH ALDERMAN SIR LOUIS NEWTON, WHO WAS ACTING AS LORD MAYOR.

Sir Stephen Henry Molyneux Killik, Alderman and Fanmaker, will become Lord Mayor of London on November 9. He is here seen (bareheaded) after his election, which took place in Guildhall on September 29; with Sir Louis Newton, who was acting as Lord Mayor on the occasion, in the place of Sir Charles Collett, who is still ill. Sir Stephen, who was born in London in 1861, is Alderman of the Ward of Broad Street, and has held numerous important offices in the City of London, including those of Sheriff (1922-23), and Chairman of the Finance Committee of the City Corporation, and of the Guildhall Library. He is a stockbroker; the senior member of the Committee of the Stock Exchange; and Chairman of various companies. He is especially well known as an authority on matters relating to the Argentine. In 1887, he married Emily Seymour, daughter of the late Thomas Fell Molyneux. He is a widower, and his only daughter, Mrs. Stanley Greenland, will be the Lady Mayoress.

Take another and wider example. For better or worse (and I think, on the whole, for worse), perhaps the greater part of modern Europe has now entirely abandoned the notion that seemed normal to the whole nineteenth century; the notion of the freedom of the Press and the political parties. In practice, what was called persecution, or the suppression of opinion, has almost everywhere returned. But in theory, most histories and summaries of thought, especially in England and America, are still written on the assumption that persecution is not only obviously bad, but obviously dead. It is supposed to be a superstition that rotted away so long ago that, if it is found anywhere, it can only be among a few hoary religious fanatics, a few antiquated and forgotten theologians. Now this is certainly false, whatever else is true. Whether such liberty be good or bad, I do not now argue; and there are certainly arguments for both views. But it is not the supporters of ancient superstitions, it is not we who cling credulously to antiquated creeds, it is not we aged sentimentalists

As I have said, I do not rejoice at this wholesale destruction of intellectual liberty; though I have realised, by indulging in a little intellectual liberty on my own account, that there is a great deal more to be said for it than anybody would gather from the mere optimists and whitewashers of newspapers and nineteenth-century politics. But the point to seize is that those who do rejoice in it are not the survivors of superstition or religion or romantic sentiment, but exactly the opposite. It is emphatically those who believe in progress, and rather especially those who do not believe in anything else, who say they have found that their practical progress is incompatible with theoretical liberty; and most of all with the liberty of theories. Yet there is scarcely a standard history still read in the schools and colleges which does not assert the contrary; or, rather, assume the contrary. People are still taught that the world has abandoned State heresy-hunts, as it has abandoned stone hatchets; at the very moment when the State is again hunting heretics over half the world.

# "ENDEAVOUR'S" GALLANT CHALLENGE FAILS: HER FOUR DEFEATS.



THE THIRD RACE: "ENDEAVOUR" (LEFT) AFTER ROUNDING THE OUTER MARK SIX MINUTES AHEAD AND NOW HEADING FOR HOME—THE LEAD THAT WAS LOST.



"RAINBOW" (RIGHT) SLIPS THROUGH "ENDEAVOUR'S" LEE AFTER THE LATTER HAD TACKED TO COVER HER: THE CRITICAL MOMENT OF THE THIRD RACE.



"ENDEAVOUR" (RIGHT) TACKS AGAIN TO PORT TO ESCAPE THE "LEE BOW" "RAINBOW" GAVE HER AFTER SLIPPING THROUGH HER LEE: HER FIRST DEFEAT.

"Rainbow" successfully defended the "America's" Cup against Mr. Sopwith's challenge, winning four races after "Endeavour" had won the first two. We illustrated the first two races last week. Here we show, on the left, three phases of the race of September 20, when "Endeavour" suffered her first defeat. The course was fifteen miles to leeward and return, and the wind was light and fickle. Both yachts made good starts, and "Endeavour" rounded the leeward mark with a lead of over six minutes. The wind had by then veered slightly, so that it was possible to point for the finishing line close-hauled on the starboard tack. Mr. Sopwith, however, made a short tack to port to get between "Rainbow" and the wind. But this proved costly in the light air, and, when he came on to the starboard tack again, having lost nearly all way, "Rainbow" was able to slip through his lee, as our middle photograph shows. She soon gave "Endeavour" a lee bow, and Mr. Sopwith therefore had to make a second short port tack to get a clear wind. Meanwhile "Rainbow" sailed on, fetched the line on her starboard tack, and won by three minutes and twenty-six seconds.

To conclude the story of the "America's" Cup, which Mr. Harold Vanderbilt retained for the New York Yacht Club with his yacht "Rainbow," we illustrate on the right-hand side of this page moments in the last three races off Newport, Rhode Island, all of which "Rainbow" won. In the fourth race, on September 22, a moderate easterly breeze prevailed, and the course was a triangular one, starting with a beat to windward. "Rainbow" got the better start, but "Endeavour" sailed magnificently on the wind and led at the first buoy. Then "Rainbow" slipped through her weather on the reach and retained her lead to win by 75 seconds. Mr. Sopwith protested on two right-of-way points, but his protest was disallowed, on the ground that it was not made in time. On September 24 "Rainbow" won by four minutes, "Endeavour" not doing herself justice; and finally, on September 25, won the sixth race by 54 seconds. In this race both boats flew protest flags, but Mr. Sopwith, after leading at the start and being passed on the beat, withdrew his protest. Thus "Rainbow" retained the Cup by four wins to two.



"RAINBOW" WINNING THE FOURTH RACE BY ONE MINUTE FIFTEEN SECONDS: THE DEFENDER HAULING DOWN HER JIB AFTER CROSSING THE FINISHING LINE.



"RAINBOW'S" SPINNAKER SPLITS WHILE SHE LEADS IN THE FIFTH RACE: A MISHAP WHICH WAS NEUTRALISED BY THE SMART SEAMANSHIP OF HER CREW.



HOW "RAINBOW" RETAINED THE "AMERICA'S" CUP FOR THE NEW YORK YACHT CLUB: THE RUN HOME IN THE SIXTH AND FINAL RACE.

# THE EARTHLY PARADISE.

BEING AN APPRECIATION OF  
**"JAVA PAGEANT": By H. W. PONDER.\***

(PUBLISHED BY SEELEY SERVICE.)

WHY do we not all go and live in Java? It is to be feared that one result of this book, if it is widely read, will be an ugly rush of emigrants to this distant and favoured land, for it seems an admirable place of escape from the wrath to come in Europe. "For in Java, that 'other Eden' . . . there is packed into the space of one small island such a wealth of beauty, so much to admire and so little to criticise, that any attempt to describe it must seem exaggerated, at all events to the sceptics." Let us not be sceptical about Eden—let us forget, for example, about the snakes, even if we are sometimes reminded of the mosquitoes and the cockroaches. As a Dutch guide-book writer has expressed it: "The beaten path is too often taken to habitual and fashionable places; Java still offers innumerable beauties that are practically unknown outside the circle of its own surroundings." Man and Nature, working in happy co-operation, have provided so many conveniences and amenities that, in reading Mrs. Ponder's description, one frequently had the sensation of being a member of the Swiss Family Robinson, since Nature has here been more considerate in catering for the needs of man than in most parts of the earth. Take, for example, the ubiquitous bamboo. There is practically nothing which a Javanese cannot do with bamboo—and it grows like a weed. It will serve all his purposes, from building elaborate houses to supplying innumerable miles of piping for the irrigation which fructifies the whole island. Split and woven into "bilik," bamboo so admirably combines lightness with toughness that "bridges floored with it will

variety. "Rice fields, thousands upon thousands of them, yet never two alike, spreading far across the flats, and climbing the hill-sides on watery stairways; shady plantations of rubber-trees, their feet in the soft green cover crops; modestly small cassava fields; acres of ground-nuts; solemn, gloomy teak forests; miles of sugar-cane; kapok trees, with their queer, horizontal branches, wasting drifts



A JAVANESE ITINERANT VENDOR OF CAKES: WARES PILED IN HUGE TINS AND SO CARRIED ROUND FOR SALE.

Small, flat pink or yellow cakes, made of rice or cassava flour, are much in favour with the Javanese. They are dried in the sun on round trays, and then piled in huge tins and so carried round the kampongs.

of snow-white cotton on the ground; fields of sweet-scented citronella; tobacco; maize; and, high in the hills, tea, and the invaluable, insignificant-looking cinchona." There are salubrious mountain-retreats, "crowned, not with snow, but with a glory of foliage, inviting you to come and rest in its shade." There are volcanoes—more than a hundred of them. As the guide-book writer has happily expressed it: "If you are fond of volcanoes, come to Java." Even those, however, who are not particularly fond of volcanoes as companions, will find much

else in Java to be fond of.

The island presents a remarkable blend—perhaps unparalleled in the world—of the primitive and the civilised. In the forests, the blow-pipe may still be seen in use; but the island is traversed by huge electrical mains (water-power being abundant), and the wireless station near Bandoeng is said to be the most powerful in the world. Roads are numerous and excellent, and the motorist has exceptional opportunities. Whereas in the Federated

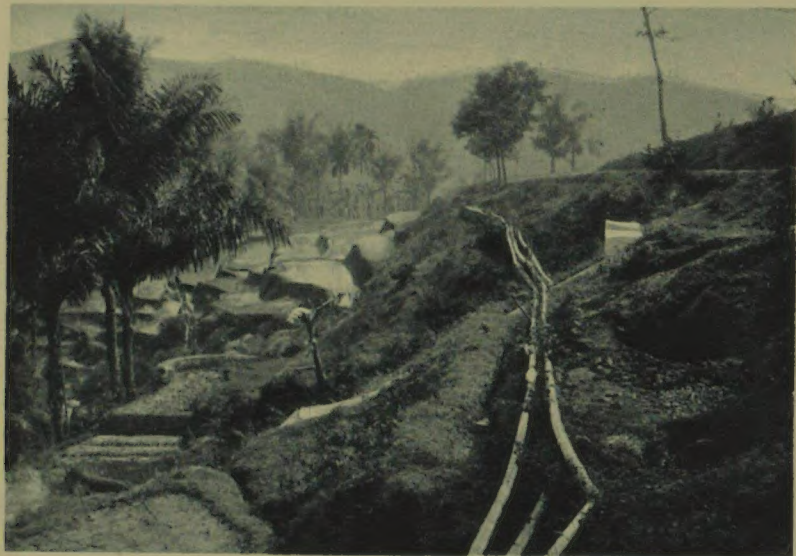
conjunction, the experience of the Dutch in managing water, and the natural talent of the natives for the same task, have produced what is probably the most elaborate and successful system of irrigation in the world. Despite all advances of Western ideas, however, the native remains simple in habit and outlook. His disposition is naturally cheerful, and security of existence, combined with plenty of healthful work, makes him, on the whole, singularly contented with his lot. His amusements are ingenious but keen. He takes great delight in his traditional *Wayang*—a kind of puppet- or shadow-show, with half-mythical stock characters, whose attractions never pall. He enjoys horse-racing, bullock-racing, kite-flying, and football (with bare toes); and one of his sports illustrates not only his own child-like nature, but the remarkable toughness of the domestic goat. "The antagonists, big 'he-goats,' selected for their weight and strength, are held at each side of the arena in full view of one another. A signal is given, they are released, and charge, straight as arrows, head-on, coming together with a crash like a motor collision. The impact might be expected to have some effect, but nothing happens. The goats continue to butt each other clumsily until they are seized and dragged back to their original places, to charge and charge again, ever less and less fiercely, until at last there comes a crash which finally dissipates the warlike ardour of one of the two. He simply shakes his head to signify that he has done with the affair, walks away, bleating to himself, and begins to crop grass with his back to his opponent."

Mahomedanism has been the religion of the Javanese since the fourteenth century, but before that time the island passed through many vicissitudes of faith. There

are still interesting relics of pre-Islamic influences from India, probably of the sixth or seventh century A.D., and pre-eminent among these antiquities is the remarkable temple at Borobodoer, with its four hundred giant seated Buddhas. Tradition has it that this great edifice was deliberately buried under a huge mound of earth in order to save it from destruction by Mahomedan invaders; at all events, it had for long been completely overgrown by jungle when Raffles had it excavated in the early nineteenth century. The Javanese to-day are strict and pious Muslims, but—as is natural—in their religion there is a large admixture of superstition of an animistic kind. The evil spirit, or *hantoe*, ever lies in wait

for them. Mrs. Ponder describes an extraordinary scene on a rubber plantation when the whole native population went nearly frantic in the attempt to exorcise a *hantoe* (it happened to be an eclipse) which was maliciously trying to extinguish the moon.

Mrs. Ponder's book is written in a simple, pleasant style: it is comprehensive without falling into the manner of the gazetteer, and it is full of genuine affection for a country of unusual variety and attraction. Mrs. Ponder vigorously repels criticisms of the Dutch administration, holding, on the contrary, that Java is "the perfect colony." Certainly if all the evidence adduced in support of that view is uncoloured by romance, England has cause to regret that she ever lost this rich and lovely island. For ourselves, accepting Mrs. Ponder's assurance that even the equatorial climate is no great hardship, and that the inexorable mosquito is now kept in abeyance, we have every sympathy with the "Come to Java" movement, regretting only the absence of any opportunity to join actively in it.

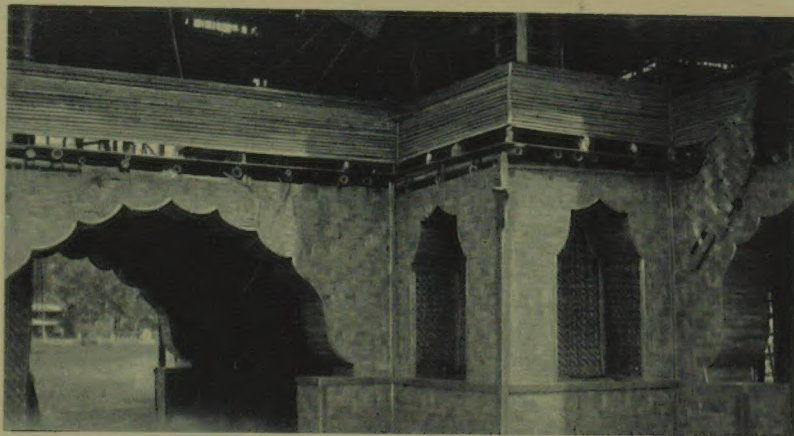
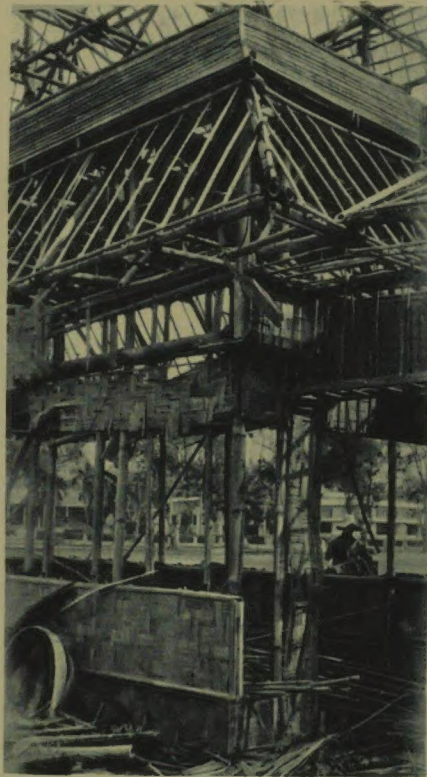


NATIVE IRRIGATION IN JAVA, A MOST INTENSELY CULTIVATED ISLAND; SHOWING PIPES OF BAMBOO IN THE FOREGROUND.

There must be thousands of miles of such primitive, but most effective, bamboo pipe lines serving Java's intricate irrigation system.

carry heavily laden pony or bullock carts, and wear for years." If you desire a simple, weatherproof dwelling, all you have to do is to take a large sheet of bilik, cut out apertures for doors and windows, and there is a whole side of a house ready for erection!

But this is but one example of the prodigality of nature's gifts to Java. It is certainly one of the most fertile places in the world. Twelve thousand square miles of its area produce rice, which is the staple of its dense population (over 700 to the square mile); the Javanese are, for this reason, predominantly an agricultural and a very industrious people. Sugar is a product of enormous value: "It has built roads, railway tracks, bridges, canals and sluices; it has distributed huge sums in rent to native landowners, in wages in its mills and plantations, and to carters and drivers of sugar trains. It has built whole towns and native kampongs, and maintains perfectly equipped modern hospitals, open to all the natives in the districts surrounding them, as well as to their own workers. It has built and equipped primary, technical and agricultural schools; provides an admirable veterinary service; and enriches the land by the distribution of enormous quantities of cane manure, known as 'ampas.'" Java produces 95 per cent. of the world's supply of quinine. There is rubber and there is tea; tobacco, cassava (the parent of tapioca), kapok, coffee, citronella, coca, cocoa, maize, bananas, are produced in large and profitable quantities. As for flowers—"there are not mere gardens, but fields, of flowers, acres of deep crimson, rose pink, and creamy gerberas, tall and gallant and gay on their lusty stems, as they never grow elsewhere, magically changing from plump round buds into wide-open blooms almost while you look at them. Pink, blue, and mauve asters spread out in a wide square edged with green, shade themselves into a vague, lovely pattern like a giant Persian carpet; and on wide terraces carnations of every hue, scarlet, yellow, pink, speckled crimson and white, peer out through the web of their spiky, grey-green foliage." It can well be imagined that the landscape is of singular



HOW BAMBOO FRAMEWORK IS USED IN THE BUILDINGS OF JAVA, WHERE THE NATIVES EMPLOY NOTHING BUT BAMBOO IN MOST OF THEIR HOUSES: (ABOVE) A COMPLETE BAMBOO FRAMEWORK; AND (BELOW) AN EXAMPLE OF ELABORATE BILIK BUILDING, WITH AN EFFECTIVE WOVEN PATTERN OF THE SPLIT BAMBOO.

Reproductions by Courtesy of Seeley Service and Co., Publishers of "Java Pageant."

Malay States fresh milk is unobtainable, it is copiously provided in Java by model dairies of the most modern character. The Dutch have introduced a system of wide-spread, cheap, and efficient education. By a happy

inexorable mosquito is now kept in abeyance, we have every sympathy with the "Come to Java" movement, regretting only the absence of any opportunity to join actively in it.

\* "Java Pageant: A Description of One of the World's Richest, Most Beautiful, Yet Little-Known Islands of the World and the Strange Customs and Beliefs, the Industries, Religious and Wars of its Fascinating People." By H. W. Ponder, F.R.G.S. With many illustrations and two maps. (Seeley Service; 18s. net.)

# THE LINDBERGH KIDNAPPING CASE REVIVED—BY A "GOLD STANDARD" CLUE.

MR. CHAS. LINBERG,  
YOUR BABY IS SAFE BUT HE IS NOT  
USING NO MEDICINES. HE IS EATING  
PORK CHOP, PORK AND BEANS JUST WHAT  
WE EAT. JUST FOLLOU OUR DIRECTION  
AND HAVE ONE HUNDRED THOUSEND  
BUCKS READY IN VERY SHORT TIME  
THATS JUST WHAT WE NEED  
YOURS B. H.

STATE OF NEW YORK—DEPARTMENT OF TAXATION AND FINANCE—BUREAU OF MOTOR VEHICLES									
APPLICATION FOR REGISTRATION								REG. NO.	DATE
1933 PASSENGER CAR								APP. 1	FEE 1
NOT USED FOR HIRE									
USE SPECIAL BLANK ON AND AFTER JULY 1st									
1. Print Name of owner: <b>RICHARD HAUPTMANN</b>									
2. Residence: <b>1279 E. 222 St.</b> City or Post office: <b>NY</b> County: <b>NY</b>									
3. Business Address: _____ City or Post office: _____ County: _____									
4. AGE OF OWNER	5. MAKE OF CAR	6. YEAR	7. MODEL	8. TYPE	9. WEIGHT				
<b>33</b>	<b>DOUGLASS</b>	<b>1931</b>	<b>D D</b>	<b>Sedan</b>	<b>2668</b>				
10. Engine number		11. Motor power	12. Cyls.	13. Serial No.	14. Has car been previously registered?				
<b>41444</b>		<b>800</b>	<b>6</b>	<b>3513912</b>	<b>yes</b>				
15. License at Reg. No. and Year: <b>3513912</b> 1931									
16. Has your Registration ever been suspended or revoked? <b>no</b>									
17. Restored? <b>no</b>									
18. Is this car to be used to carry passengers for hire or rented as a livery car? <b>no</b>									
19. No. and type of wheels: <b>W 3 - D</b>									
20. Is this application made for the purpose of transferring 1933 registration? <b>yes</b> If so, give registration number _____ Fee paid \$ _____									
FEE PAID BY: <input checked="" type="checkbox"/> CHECK <input type="checkbox"/> MONEY ORDER <input type="checkbox"/> EXPRESS MONEY ORDER (Do Not Write in Here)									
I am (The owner(s) of the above described vehicle which is fully equipped in accordance with the requirements of the law.									
<b>Bruno Richard Hauptmann</b> (Signature of Owner in full—not initial)									
(State if number of firm or give title if officer or corporation)									
I am (The owner(s) of the above described vehicle which is fully equipped in accordance with the requirements of the law.									
FEE CREDIT									

A DOCUMENT BEARING HAUPTMANN'S NAME (IN BLOCK LETTERS), FOR COMPARISON WITH THE RANSOM DEMAND SHOWN IN THE ADJOINING PHOTOGRAPH: AN APPLICATION FOR REGISTRATION OF A CAR, OF A MAKE MENTIONED DURING THE INVESTIGATIONS.



DR. JOHN F. CONDON ("JAFSIE") LEAVING A POLICE STATION AFTER BEING CONFRONTED WITH HAUPTMANN, WITH A VIEW TO IDENTIFYING HIM AS THE MAN TO WHOM HE GAVE \$50,000 AT NIGHT ON APRIL 2, 1932.

A RANSOM DEMAND OF NEW SIGNIFICANCE SINCE THE ARREST OF BRUNO RICHARD HAUPTMANN: A FACSIMILE OF A POST-CARD, SIGNED "B. H.," SENT TO COLONEL LINDBERGH, FROM DEARBORN, MICH., SOON AFTER HIS BABY WAS KIDNAPPED IN 1932.



BRUNO RICHARD HAUPTMANN: THE GERMAN CARPENTER (RECENTLY ARRAIGNED FOR EXTORTION) IN WHOSE POSSESSION, IT IS ALLEGED, WAS FOUND PART OF THE \$50,000 PAID IN 1932 AS RANSOM FOR COLONEL LINDBERGH'S KIDNAPPED BABY.



THE SUSPECT (IN THE LINDBERGH KIDNAPPING CASE) WITH HIS OWN WIFE AND BABY: A RECENT PHOTOGRAPH OF MR. AND MRS. BRUNO RICHARD HAUPTMANN AND THEIR ONE-YEAR-OLD SON.



WHERE OVER \$13,000, ALLEGED TO BE PART OF THE LINDBERGH RANSOM MONEY, WAS RECOVERED: HAUPTMANN'S HOUSE AND GARAGE (RIGHT) IN THE BRONX (A SUBURB OF NEW YORK); WITH A CROWD WATCHING INVESTIGATORS AT WORK.

It is a curious fact that the arrest of Bruno Richard Hauptmann might never have occurred if the United States had not gone off the gold standard. Hauptmann paid a gas bill with a 20-dollar gold certificate note, and the gas company passed it to the bank. There it was compared with the list of notes included in the Lindbergh ransom money. Directly the number showed that it had formed part of that sum, the bank communicated with the police, who traced it to Hauptmann. It was reported that when he was arrested (on September 18) he had on him one of the 20-dollar gold certificates, and that at his home in the Bronx, a suburb of New York, detectives dug up the equivalent of £3500 in ten- and twenty-dollar bills, which it is alleged were part of the ransom of 50,000 dollars paid by Colonel Lindbergh's



POINTING TO THE SPOT WHERE NOTES ALLEGED TO BE PART OF THE LINDBERGH RANSOM MONEY HAD BEEN FOUND, ENCLOSED IN TIN CANS AND CANVAS-WRAPPED RECEPTACLES: A SEARCHER ON PREMISES WHERE THE DISCOVERY WAS MADE.

Intermediary, Dr. John F. Condon (known as "Jafsie"), on the night of April 2, 1932, to a stranger in St. Raymond's cemetery in the Bronx. Up to the time of writing Hauptmann has been charged only with extortion, but it was stated on October 1 that the Governor of New Jersey had decided to apply for his extradition to that State, to be tried on a charge of murder, before his trial for extortion began in New York. Hauptmann has lived in the Bronx district with his wife for five years. He is a carpenter by trade, and is alleged to have been a convict in a German prison. He was formerly in the German Army. He was born at Kamenz, in Saxony, and came to America as a stowaway thirteen years ago. His wife was recently released, as the police decided she knew nothing of her husband's affairs.

## Notes for the Novel-Reader: Fiction of the Month.

THE clash of contrasted characters under one roof is a subject that has always attracted Mr. Hugh Walpole. It is a long time since he wrote "Mr. Perrin and Mr. Traill," in which the friction between the two men culminated in tragedy. "Captain Nicholas" is sub-titled "a modern comedy," and the central figure is urbanely diabolical. Nicholas Coventry might have been a changeling in his family, so little did he resemble the good people whose peace he set himself to demolish. There they were, harmonious and contented, in the old house in Smith Square, the "tall, thin house, the stone pearl-coloured, the windows high and rather narrow," a house serene inside as out before

Diver. He was an American mental specialist whose promise was negated by his marriage with a girl who came into a fortune, some years after they had been living happily together. She had been his patient in a nerve clinic; she was curable, and she had been cured. Mr. Scott Fitzgerald, who is an adept in cynical observation of the neurotic temperament, plumbs the depths of his cosmopolitan society, rich Americans and their English intimates for the most part.

Graham Shepard writes delightfully. His "Tea Tray in the Sky" is fantastic; he is a brilliant caricaturist, making his points by exaggeration. The story is gaily attractive, and it is while you are relishing its whimsicalities that the verities behind them reach out a long arm and grip you. Its high spirits are contagious, and Mr. Shepard's nonsense, like Lewis Carroll's, has an underlying philosophy.

The "Seven Gothic Tales" are modelled on the romantic story-telling of the Gothic revival. Isak Dinesen recaptures the distinction of a fashion most of us assumed to be not merely dead, but discredited. The poise of these tales, composed with the authentic artifices of the period, is indisputable. The sly malice of them is a continuous entertainment. From start to finish, "Seven Gothic Tales" is very clever.

"Lean Men" is Ralph Bates's long novel. It establishes him as an author to be reckoned with. It touches greatness in its account of the Spanish revolution from within, seen by and participated in by Francis Charing, the emissary of Moscow headquarters. Mr. Bates's inspiration lies in the seething cities, the lives and motives of the men in revolt, dockers, peasants, the liberal citizens, and in the sense of comradeship between the English Communist

out of the shadow of death; she retells the story of their life together. The way of escape from her sorrow was not there, and she drifted towards suicide. She was saved by an ecstasy in which she heard his voice, "happy, gay, and strong," commanding her to live again, and be happy. "My Shadow as I Pass" is sensitively told, and it makes a direct appeal to the emotions.

So, though by other methods, do "Beggars' Horses," by P. C. Wren, and "Banquet for Furies," by Harold Weston. "Beggars' Horses" is stirring stuff, not always quite on the spot in hitting off the British officer, or, rather, the "pukka sahib." The granting of men's wishes to their confounding is as old as Grimm, and older, but it is brought up to date here with a vivacious originality. "Banquet for Furies" is in the Hall Caine tradition, being staged in an island off the coast of Great Britain, and dominated by a relentless woman. Marie Orr played the part of tyrant to her kinsfolk and neighbours. She played it out to the bitter end. The rocks and the raging sea were the instruments of her destiny and ultimate destruction. She is well drawn as an indomitable, malignant being; but one's sympathies are entirely with her resistance to the commercialising of the island by bungalow development. If the National Trust had been invited to intervene, it might have extricated the islanders from their dilemma—Mr. Weston paints the landscape in a very appealing way—but then the Furies would have been disappointed in their banquet.

Mr. Ernest Raymond's preface introduces "Season Ticket," by Margaret Iles, which we take to be a first novel. It is a notable one. The daily passengers in a city-bound train have been followed into their private lives before; only a few months ago, in fact, by Norah James, in "Straphangers." But that does not detract from the credit due to Miss Iles for "Season Ticket," which owes nothing in its successful characterisations of the season-ticket holders to any forerunner. Mr. Raymond goes into his reasons for commending the book at some length, and he has done the public a good service by drawing attention to it. For the rest, it stands on its own unusual merit.

Writing of unusual fiction, there is "The Murder of My Aunt," by Richard Hull. He has taken murder from a fresh angle, and he has not written it into a detective novel. This is on the surface quite a simple little story. It is what lies below it and concludes it that is significant. It is a study of hate, small and perfect in scale, and very adroitly set off by Mr. Hull's debonair manner. Really it is a very horrid story indeed, and one that should on no account be overlooked.

It is good to meet Agatha Christie at her best and brightest in "Why Didn't They Ask Evans?" and Herbert Adams juggling expertly with a serpentine plot in "Mystery and Minette." Mrs. Christie's talent is beautifully engaged in the elucidation of the Marchbolt crime. Bobby Jones, the parson's son, is not to be confused with the other Bobby Jones; this one tops his ball badly on the first page. He and "Frankie" Derwent, the peer's daughter, are an exhilarating pair of amateur sleuths. Mr. Adams devotes himself to kidnapping, with burglary as a side-dish. The Carters, of Carter's Catsup, from the U.S.A., go through a harrowing time with the toughs who are after their baby



MISS CLEMENCE DANE'S NEW PLAY, "MOONLIGHT IS SILVER": GILBERT (CECIL PARKER); BARBARA DAWE (MARTITA HUNT); JOSEPHINE (GERTRUDE LAWRENCE); AND STEPHEN (DOUGLAS FAIRBANKS, JUNIOR).

he came back to it. The Carlises were living together as few families find it possible to live: grandmother, maiden aunt, uncle, father and mother, and young son and daughter. They were cultured and highly civilised individuals. Fanny, the mother, believed that here was some secure fidelity and trust that was stronger than the world.

Well; that was Captain Nicholas's provocation. So much fatuous belief in their impregnability to unhappiness and dishonour was more than he could bear—he who had arrived out of the underworld from which Fanny and her circle stood apart. Nicholas had lost his own soul; he would never be able to cut the rottenness out of himself, and he had a parasite even wickedder than he who preyed upon him, and shadowed him wherever he went. Also, he was vain of his powers; he enjoyed the sport of fomenting mischief. He exercised his ingenuity with a conscious art, playing his game on the chessboard of potent forces, black and white, good and evil, that Mr. Walpole has placed before us. The setting is London, seen through the eyes of a London lover: the beauty of the Abbey, the gay shops, the changing skies. Was Nicholas checkmated? In his match with Fanny, yes; but he retreated only to practise his peculiar arts elsewhere. One more incisive portrait of a rascal enriches English literature, and Mr. Walpole again demonstrates the breadth of his vision as a novelist.

Other novelists make noteworthy appearances this month. "Penang Appointment," by Norman Collins, is a Book Society choice. "Tender is the Night," by F. Scott Fitzgerald, is the return of a leading American writer. "Tea Tray in the Sky," by Graham Shepard, is a book invested with an audacious wit. "Seven Gothic Tales," by Isak Dinesen, is by a Danish author writing in well-turned and perfect English. "Lean Men" is by Ralph Bates, who wrote "Sierra," a collection of short stories that made something of a sensation. All these novels are out of the common.

In the opening chapter of "Penang Appointment," Mr. Collins draws a strong impressionistic sketch of the London river, with the drabness of Tilbury, the choppy and discoloured water, the half-observed Essex coastline in drizzle, and the shabby, creaking *Tusitala* labouring under tow into the main channel. Stephen McFadyen, reflecting that he could have made a gayer choice in his ship, "forgave everything for the sake of the simple and primary fact of its being a ship. He had never been to sea before." He proceeded to make the acquaintance of his fellow passengers, and contact with their affairs, sordid and piteous. The captain and the doctor, both odd fish, loomed up, and the triangular duel between Mr. Brentano and Mr. Doyle and his daughter, in which McFadyen was to be so closely involved, sprang into action. The vigour and balance of the book are striking, and the full values of McFadyen's first voyage to the East crowd in upon you.

"Tender is the Night" traces the reactions of a group of decadents, with their effect upon the career of Richard



THE FIRST APPEARANCE OF MR. DOUGLAS FAIRBANKS, JUNIOR, ON THE LONDON STAGE—AS STEPHEN, THE SUSPICIOUS HUSBAND, IN "MOONLIGHT IS SILVER"; WITH GERTRUDE LAWRENCE AS JOSEPHINE, HIS WIFE.

and his associates. Revolution at close quarters comes through, naturally, as a confused, spasmodic tragedy. But the dynamic energy of the narrative is encumbered by Francis Charing's egotistic devotion to himself, his love affairs, and the interests extraneous to his mission. For want of discrimination and excision, "Lean Men," impressive though it is, is an uneven book.

Love as the finality of being was what Mabie declared to give consistency of aim and movement to Rossetti's genius. It is the theme of Sybil Bolitho's "My Shadow as I Pass." A woman had lost her beloved; she turned back into the past to find him. Helen had conjured John

### BOOKS REVIEWED.

- Captain Nicholas. By Hugh Walpole. (Macmillan; 7s. 6d.)  
 Penang Appointment. By Norman Collins. (Gollancz; 7s. 6d.)  
 Tender is the Night. By F. Scott Fitzgerald. (Chatto and Windus; 7s. 6d.)  
 Tea Tray in the Sky. By Graham Shepard. (Barker; 8s. 6d.)  
 Seven Gothic Tales. By Isak Dinesen. (Putnam; 7s. 6d.)  
 Lean Men. By Ralph Bates. (Davies; 8s. 6d.)  
 My Shadow as I Pass. By Sybil Bolitho. (Secker; 7s. 6d.)  
 Beggars' Horses. By P. C. Wren. (Murray; 7s. 6d.)  
 Banquet for Furies. By Harold Weston. (Rich and Cowan; 8s. 6d.)  
 Season Ticket. By Margaret Iles. (Gollancz; 7s. 6d.)  
 The Murder of My Aunt. By Richard Hull. (Faber and Faber; 7s. 6d.)  
 Why Didn't They Ask Evans? By Agatha Christie. (Collins; 7s. 6d.)  
 Mystery and Minette. By Herbert Adams. (Collins; 7s. 6d.)



"MOONLIGHT IS SILVER," AT THE QUEEN'S THEATRE: JOSEPHINE (GERTRUDE LAWRENCE) AND CHARLES LANKASTER (BARRY JONES).

"Moonlight is Silver," by the distinguished novelist and playwright Miss Clemence Dane, opened at the Queen's Theatre on September 19. It was notable as giving Mr. Douglas Fairbanks, junior, his first part on the London stage, with Miss Gertrude Lawrence in the other chief part.

at Dinard, and they do not shake them off by fleeing to the seclusion of the old country house near Puddletown in remote Dorset. But it all comes right in the end, thanks to that very nice girl Minette; and while the hunt is up, you have a capital run for your money.

## IN THE PARK: CHARACTER STUDIES BY EDMUND BLAMPIED.

DRAWINGS SPECIALLY MADE FOR "THE ILLUSTRATED LONDON NEWS" BY EDMUND BLAMPIED.



"A CHAUFFEUR EN PROMENADE."



"THE JOY OF A SUNNY MORNING IN THE ROW."

We here continue the series of Blampied drawings in which the artist, who has been called "The English Daumier," has devoted his talent for kindly satire and detailed observation to the portrayal of our nation in lighter mood. We have

already shown the delights of the beach and glimpses of rich and poor passing their hours of leisure in the countryside. Here the artist comes to London; and Hyde Park is the setting for two scenes such as are by no means uncommon there.

# THE WORLD OF SCIENCE.

## CONCERNING SPIDERS: THEIR DIVERSITY, AND MYSTERIOUS FACULTIES.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

SPIDERS have always interested me, and this year I made an effort to discover how many species were to be found in my neighbourhood. I began with my garden and paddock, and ranged out on to Chobham Common, a vast and gorgeous expanse of heather and gorse, though still marred by last year's fires and the debris of this year's trippers! And now that the summer is drawing to its close, I find myself very little wiser than when

enlarged to the same size, would be as big as saucers. One word more. The so-called "harvest spider" is not a spider. It is, however, one of the "Arachnida," the great group which includes, besides the true spiders, the king-crabs, scorpions, and mites. The "harvest-man" differs from the spiders, among other things, in having no "waist": the fore-part of the body, or thorax, and the abdomen being fused. Furthermore, this abdomen is distinctly segmented, and it bears no "spinnerets." Over 14,000 distinct species of spiders have been described, presenting a most astonishing diversity in size, shape, and coloration. There are few corners of the world they have not penetrated. Some are aquatic. The land-dwellers are to be found in almost every conceivable place. Forests and heaths and sandy plains, meadow lands and swamps, are all tenanted. They find congenial surroundings far up the mountain sides; and no less so in the darkest corners of our cellars, where a meal is a rare event.

Unfortunately, I can give no more than three illustrations of this strange diversity of form. In point of size we have the giants of the tribe, such as the so-called "bird-eating spiders," the largest of which, a native of Guiana, has a body three and a-half inches long. The typical bird-eating spider (*Avicularia avicularia*) shown in Fig. 2, gives a good idea of the size of these creatures. But this is a male, which, as is the rule, is smaller than the female. The hinder pair of spinnerets will be seen projecting from the end of the body. They live in burrows, under stones, or in hollow trees, and are nocturnal. Standing in strong contrast with this fearsome creature is *Nephila maculata*, one of some sixty species, some of which rival the great bird-spiders in size. All are tropical, with a conspicuously elongated abdomen, displaying marked diversity in coloration. The general appearance of the creature is shown in Fig. 1, though, unfortunately, its coloration cannot be shown. One species, *Nephila chrysogaster*, is remarkable for the great difference in the size of the two sexes. Among spiders the female is always the larger, but in this species she has a body 2 inches long, while that of the male scarcely exceeds 1/10th of an inch, and is less than 1/1300th part of her weight. This being so, it is not to be wondered at that during his courtship his actions have been described as "hesitating and irresolute." For hours he will linger on the confines of the web, feeling it cautiously with his legs, as if to ascertain whether he will be welcome or not. If unsuccessful in his advances he beats a precipitate retreat, and returns later.

The wonderful silken nets of the orb-spinners are among the marvels which confront us during the summer months. These are characteristic of the Epeirid spiders, some of which, like *Epeira diadema*, are conspicuously large. Their curiously humped backs stamp themselves on the memory. But there are some tropical species of these orb-spinners which

display the most astonishing differences in the form of the abdomen, which is tough, and leathery in texture. In one or two species its hinder border bears a pair of backwardly projecting, curved spines, simulating a great pair of open callipers. Some, on the other hand, have the abdomen covered with great spines. A variant on this type is shown in *Arenethra cambridgi* (Fig. 3). Herein the abdomen presents a curious likeness to the shell of the edible crab, with an armament of spines around its hinder border. Innovations, may we call them?, such as these clamour for explanation, but I dare not attempt this now.

There are many things about spiders which we have yet to learn. For instance, no one has yet succeeded in locating their senses of hearing, touch, and smell; while their sense of sight is by no means keen, save in the case of the hunting-spiders. It would seem that touch takes



1. ONE OF A FAMILY OF TROPICAL SPIDERS WHICH SHOW A GREAT DISPARITY IN THE RELATIVE SIZES OF THE SEXES—THE FEMALE, IN THE CASE OF ONE SPECIES, BEING TWENTY TIMES AS BIG AS HER MATE, AND 1300 TIMES AS HEAVY!—*NEPHILA MACULATA*, WHICH DISPLAYS A BRILLIANT COLORATION.

I began, for the identification of one's captures turns out to be a laborious task. When I have thoroughly digested all my notes, I hope to give the results on this page. Meanwhile, I propose to prepare the ground by relating a number of most interesting things which I have come across about spiders in general, while I have been trying to piece together the life-histories and read the "hall-marks" of our native species.

Most people have a rooted dislike of spiders, which are commonly supposed to be "insects." As a matter of fact they belong to a very different group. Insects are six-legged creatures, with "feelers" or antennae; commonly they bear wings. All have compound eyes, and all breathe by means of a series of air-tubes which branch out like rivers all over the body, taking their origin from a pair of main tubes. Spiders, like the insects, have a hard, jointed body-covering. But they have eight legs, and in place of antennae have a pair of leg-like "pedipalps." If they are knobbed at the end the bearer is an adult male.

In their breathing apparatus they differ conspicuously from the insects, for instead of tubes, or "tracheae," they have "lung-books." These are embedded in the under side of the fore-part of the abdomen, on either side of the middle line, where they appear as a pair of semi-lunar patches of a lighter colour. Finally, there are the spinning mammillae, or "spinnerets," which project from the hinder end of the abdomen like tiny fingers. The eyes of the spider are not "compound," that is to say, composed of a number of facets, but simple, and generally eight in number, distributed on the fore-part of the head like beads, arranged in pairs, or circles. In some of the wolf-spiders the foremost pairs are relatively enormous, and fringed by a circlet of coloured hairs. They look like the lenses of bull's-eye lanterns. Human eyes,



2. ONE OF THE TROPICAL "BIRD-EATING SPIDERS," WHICH ATTAIN LARGE PROPORTIONS AND CAN INFLICT A MOST POISONOUS BITE: *AVICULARIA AVICULARIA*; SHOWING THE LONG PEDIPALPI, ANSWERING TO THE ANTENNAE OF INSECTS, BETWEEN THE FRONT LEGS (A); AND A PAIR OF "SPINNERETS" PROJECTING BEYOND THE ABDOMEN (B).

There are many species of this tribe of spider, all natives of tropical countries. The largest (*Theraphosa*) has a body 3½ in. long. Not only is the bite of all very poisonous, but the hairs in some species (like the hairs of some caterpillars) are easily detachable and also poisonous. The spinnerets are the spinning-mammillae, used by spiders in making the silk for the web, retreat or cocoon.



3. ANOTHER REMARKABLE TYPE OF TROPICAL SPIDER: *ARENETHRA CAMBRIDGI*, WITH AN ABDOMEN THAT IS HARD AND SHAPED LIKE AN EDIBLE CRAB, WITH SHORT SPINES PROJECTING FROM THE EDGE OF THE "SHELL."

the place of hearing. For at the sound of a tuning-fork a spider will raise the front pair of legs. Where these have been removed, the second pair are raised, as if to catch the direction of the sound-waves. The hairs covering the legs may play an important part in detecting even slight vibrations. That they possess a sense of smell can be demonstrated. Take a glass rod, dipped, say, in oil of lavender, and allow it to dry. Immediately after place the rod close to the spider. Most of the Epeirids raise the abdomen at once, and rub one or other of the legs against the jaws. Jumping spiders generally raise the head, and back away. Different scents produce different effects. But no one has yet been able to discover the seat of this power of detecting scent.



A WHITE SLOW LORIS AT THE "ZOO":  
PECULIAR POSTURES OF A NATURAL CLOWN.



A RECENT acquisition at the London "Zoo" is this very peculiar creature, a slow loris (*nycticebus tardigradus*), presented by Mr. A. T. Edgar. This specimen is not an albino, but is a rare white variety of the loris, or slow lemur, which is found over a large area in the countries lying eastward of the Bay of Bengal. The animal is entirely nocturnal. Its extraordinarily slow, deliberate movements give it its name. Its appearance and habitual postures, as our photographs show, are quaint; and the very name loris is derived from the Dutch "loeris," which means clown. It is about the size of a cat, and is known in India as the "bashful cat" or "bashful monkey." The slow loris inhabits thick forests, lives in trees, and has a varied diet of leaves, shoots, insects, small birds and their eggs.



A WHITE SLOW LORIS WHICH IS NOT AN ALBINO, BUT A VERY RARE WHITE VARIETY: A WOOLLY LEMUR, CLASSIFIED IN THE ORDER OF PRIMATES, ADOPTING SOME OF ITS QUEER ATTITUDES.

# DANGEROUS DRIVING BY CAR: RECKLESSNESS AS A CAUSE OF AVOIDABLE, AND OFTEN FATAL, ACCIDENTS.

DRAWN BY OUR SPECIAL ARTIST, BRYAN DE GRINEAU.



## PERILS CREATED BY THE MOTORIST FOR HIMSELF AND FOR OTHER CAR-DRIVERS: LACK OF ROAD SENSE AND OF CONSIDERATION LEADING TO ABOUT 160 DEATHS A WEEK.

In our issues of August 18, September 1, and September 8, we published pages of drawings by Bryan de Grineau to illustrate the perils of the road. The first series dealt with careless riding by pedal cyclists, the second with faults of driving whereby motorists may endanger cyclists, and the third showed how pedestrians may suffer death or injury through their own or the motorist's fault. Here the same artist suggests further examples of dangerous driving, dealing with such cases as involve motor vehicles only. Everyone who drives a car regularly in this country, especially if he passes

often along main highways and by-passes, must have observed, and has possibly committed, numberless offences such as those illustrated here. Many a time the offender may "get away with it," and nobody suffers from his selfish haste—the real cause of the majority of road crashes; but too often he does not, and the result is an outrageous number of avoidable accidents, with many thousands annually injured or killed in consequence of them. In spite of innumerable warnings and appeals by the authorities, the tragic toll of road deaths in Great Britain remains

round about a hundred and sixty a week, and the injuries well above five thousand. In the week ended September 15 there were 159 killed—a reduction of only one on the previous week; but the number of those injured rose by 167 to 5555. In the week ended September 22 the figures were respectively 161 and 5040. Sunderland, as a consequence of one death, at last lost its record of being the only place with a population of over 100,000 to be free from fatal road accidents since January. Here we may add that the Government also causes statistics to be taken of the

classes of vehicles to which accidents are attributed. Out of 7001 fatal accidents in Great Britain in 1933 (some of them involving more than one death), 5573, or 80 per cent., were attributed to mechanically propelled vehicles. Of these, to private cars were attributed 2106 accidents, to motor cycles (with or without side-car or pillion passenger) 1633, and to motor-vans, lorries, etc., 1403. On September 11 the Ministry of Transport issued draft regulations showing proposed alterations in the system of granting driving licences. New applicants would have to undergo driving tests.

## AUSTRIAN NAZI REFUGEES IN YUGOSLAVIA: LIFE AT THE VARAZDIN CONCENTRATION CAMP.



PRIMITIVE SLEEPING ARRANGEMENTS IN THE CAMP FOR AUSTRIAN NAZIS AT VARAZDIN: A DORMITORY IN DISUSED BARRACK STABLES, WITH LONG BEDS OF HAY OR STRAW LAID ON THE GROUND.

THE suppression of the Nazi revolt in Austria, which had culminated in the murder of Dr. Dollfuss (on July 25), involved much fighting between Government troops and Nazi forces in Carinthia, the southern district bordering on Yugoslavia. A large number of fugitive Nazis crossed into Yugoslavia, whose Government took prompt measures to remove them from the frontier, and 700 were at once transferred to a concentration camp at Varazdin. A "Times" report of

[Continued below.]



WHERE BATHING COSTUME WAS FAVOURED DURING HOT WEATHER, BUT CONDITIONS WILL BE SEVERE IN WINTER: A PARADE FOR MORNING CALL-OVER IN THE CAMP AT VARAZDIN—A BODY OF AUSTRIAN REFUGEES GIVING THE NAZI SALUTE.



THE MEDICAL SIDE OF THE ARRANGEMENTS FOR THE CARE OF AUSTRIAN NAZIS IN THE CAMP: A RED CROSS MAN BANDAGING THE LEG OF A WOUNDED NAZI. July 31, from Vienna, said: "There are now stated to be some 2000 Nazi fugitives in Yugoslavia. From the first camp at Varazdin 319 have been removed to Bjelovar, and 173 to Slavenska Pozega, both places much further from the frontier. The German Consulate at Ljubljana has sent the fugitives five tons of foodstuffs, and gifts of money are being forwarded through the Consulates at Zagreb and Belgrade." On October 1 it was stated that Austrian Nazi refugees were still seeking refuge in Yugoslavia, but now only in small groups, including



AUSTRIAN ADHERENTS OF THE SWASTIKA IN A YUGOSLAVIAN CONCENTRATION CAMP: REFUGEES, WITH A TYPEWRITER, OCCUPIED WITH SOME FORM OF LITERARY WORK. women and children. The total number at Varazdin was officially given as 1175, among them being about twelve women and six children, while 90 per cent. were youths of the peasant or clerk type. A swastika flag was flown at first, but was soon forbidden. The refugees may go about the town until 8 p.m., but there is little fraternising with the inhabitants, as anti-Austrian feeling is still strong. The problem of maintenance will be difficult, it is said, when the fund sent unofficially from Germany is exhausted.

# AN INCA "LABYRINTH" AND A PUMA-GOD:

NEW ARCHÆOLOGICAL DISCOVERIES IN AND NEAR CUZCO, THE ANCIENT CAPITAL OF THE INCA EMPIRE IN PERU, CONQUERED BY PIZARRO JUST 400 YEARS AGO.

By **LUIS E. VALCARCEL**, Curator of the Peruvian National Museum at Lima, and Director of Archæological Research at Cuzco. (See Illustrations on Pages 510 and 511.)

Modern research into the wonderful relics of the ancient Inca empire, and other Peruvian antiquities, received an immense impetus from the new scheme of excavations inaugurated recently in connection with the fourth centenary of the foundation of Spanish Cuzco by Francisco Pizarro in 1534. Among the first sites to be explored was that of the great Inca citadel at Cuzco known as Sajsawaman, and our readers may be reminded that a full account of the results was given by Señor Luis Valcarcel, the archæologist in control, with a number of illustrations, in our issue of May 12 last. Work has since been in progress on various other sites at Cuzco and elsewhere in Peru, and in the following article Señor Valcarcel describes two of the most interesting—those at Kenko and Ollantaytambo.

**D**URING the months from February to May this year, new and important discoveries have been made in the Cuzco area. Vast structures, terraces, aqueducts, roads, and flights of steps are rising to the surface under the pickaxe of the archæologist. The earth is restoring to the contemplation of man the work of past generations, and presents to the student's eyes abundant and valuable material required for reconstructing the life of the past.

In the environs of the old capital of the Incas towards the east, on the hill which the ancients called *La bella cuchilla* ("The beautiful knife," or *Munay-senka*, in the Inca language), a very famous sanctuary has been unearthed—"The Labyrinth," which in the Keswa language was called *Kenko*, a name by which the place is still known to-day. It consists of a rocky group in which natural caverns have been utilised for making the tombs of the Inca nobility. With magnificent craftsmanship, the ancient Peruvians produced marvellous works which

belonging to the great violated sepulchre. Towards the east there appeared an amphitheatre, the present height of which is not more than seven feet (which when complete



FIG. 1. AN ANIMAL-GOD ONCE WORSHIPPED BY THE ANCIENT PERUVIANS: A GREAT ZOOMORPHIC ROCK (SHAPED AS A PUMA, BUT PROBABLY DISFIGURED BY SPANISH PRIESTS AT THE CONQUEST) IN THE CENTRE OF AN AMPHITHEATRE AT KENKO, NEAR CUZCO.

must have been fourteen feet), divided into twenty-two spaces forming wide vaulted niches (Figs. 1 and 5). On the west, the sacred area was shut off by a duplicate building, consisting of a hall and a lateral vestibule, at the two ends of which opened heavy doors, giving access to the amphitheatre. Almost in the centre there stood a great solitary zoomorphic rock (it must have represented a puma, and have been disfigured by the Catholic priests), surrounded on three sides by walls and joined on the fourth side to the limestone mass which forms the outer part of the great tomb, so that the rock looks as if placed upon a platform. There can be no doubt whatever that this is an object of some cult, the incarnation of a god worshipped in this sanctuary. Above, in the centre and behind the amphitheatre, stands a fountain which served for ablutions. On the esplanade, the sacred dances no doubt took place, and finally the religious rites in connection with the dead and with the huge totem sculptured here in stone.

The funerary chamber communicates with the amphitheatre through a road or passage cut in the rock, which confirms the version of historians of the Inca culture, who mention the solemn rites practised round the tombs, from which, on these rare occasions, the mummified bodies were taken out. Around and in the precincts of the sacred city of the Incas were more than three hundred shrines which were connected with the cult: one of the principal shrines was no doubt the one which has just been discovered, and a brief description of which is given.

At a distance of more than thirty miles from Cuzco there rises the important fortress which, in pre-Columbian times, was known as Tampu, and which to-day is generally called Ollantaytambo. It is one of the well-known archæological groups, of which full descriptions have been given, although definite studies still have to be made. At this point very interesting clearing work was recently carried out, which led to the discovery of extensive constructions which were previously unknown. In the upper part of the fortress there rose dwellings, the majority of which are of pronounced rectangular shape (Fig. 4). All of them contain numerous niches. They are

distributed on a series of narrow terraces, communicating with each other by passages, narrow lanes, flights of steps (Fig. 3) giving access from one platform to another; channels run in various directions, and at the corners are the small fountains which supply the various parts of the fort with water. Set against the rocks are two-storey buildings, narrow and high, with a large number of windows. Various tombs were discovered in these buildings; it seems that this almost inaccessible zone was intended solely for burials. It was the mausoleum of the nobility.

In these sectors many interesting relics were found: wooden vases, highly ornamented with incised geometrical

figures; beautiful representations of animals of the cat tribe, of the small but ferocious Chinchay: small silver vases, ceramics in the purest Inca style, highly polished stone tiles, bricks, hangings of various kinds, and many other rare articles which are now seen for the first time. From the architectural point of view, new styles have been discovered, such as that of the great rectangular hall, narrow in shape, with alternating vaulted niches in a double row, faced with small stone slabs; this habitation appears to have had no roof (Fig. 6). There are found, at times separately and at times joined together, beautiful blocks of stone of a light green riolite, the perfect polish of which is admirable, the edges suggesting blocks of crystal (Fig. 2).

In the sector known as Incamisana other important constructions have also been brought to light: these are shrines set against the rock, with numerous niches, fountains and baths, aqueducts and platforms (Fig. 2). During the work of clearing, specimens of craftsmanship of great merit were found, such as a large number of pins made of copper, identical with the modern ones, bronze nails, white ceramic ware, stone containers, and so on. As a result of the discoveries now made, Ollantaytambo becomes one of the most important archæological groups in the world. Added to the interest of its monumental remains, there is an imposing, wild landscape, framed

by high, jagged mountains. Not only must we admire the stupendous fortress (Fig. 4), the many specimens of architecture, the city built entirely on pre-Columbian remains, but also the cultivation fields, suggesting flower-beds on a huge scale, thousands of hectares of artificial terraces enabling man to turn the soil to the utmost advantage. The prehistoric founders created magnificent orchards where before there was nothing but the rocky bed of the river.

And if all that has been said is not enough, the visitor cannot fail to be lost in admiration in contemplating the gigantic task undertaken by those who, in order to erect the fortress, were compelled to convey the enormous blocks of stone from the very high mountain of Kachi Kata, situate on the other side of the great river of Willkamayu, which they had to ford, and to bring them up the slope to the point where they were to be used. The so-called "tired stones" are an obvious demonstration of these efforts; one of them alone weighs nearly eighty tons. Much still remains to be discovered in this highly privileged region.



FIG. 3. ON THE WAY TO THE TOP OF THE GREAT FORTRESS AT OLLANTAYTAMBO (ILLUSTRATED IN FIG. 4 ON PAGE 510): A LONG FLIGHT OF STEPS LEADING UP TO THE SQUARE OF MANYARAKI AT THE SUMMIT OF THE CITADEL.



FIG. 2. AN EXAMPLE OF INCA SKILL IN MASONRY, WITH BLOCKS OF HEWN STONE FINELY CUT AND POLISHED: BUILDINGS DISCOVERED IN THE INCAMISANA QUARTER OF OLLANTAYTAMBO, SOME THIRTY MILES FROM CUZCO.

are almost comparable with the most perfect work to be found in Egypt. In Kenko we can admire the co-operation between the action of nature and human activity. The rocks are cut, polished, worked, and ornamented as though they were a soft and malleable mass. Afterwards, the blocks of hewn stone, with their surface polished like metal, are fitted into the rock with amazing skill. The wall, the flight of steps, and the aqueduct appear in this way to have been constructed by a harmonious co-operation between nature and man.

On the highest surface of these rocks there have been since the oldest times a multitude of "seats," or Inca thrones, as they were commonly called, niches, channels, protuberances, cut columns, a number of reliefs of animals, and so on. It was also possible to traverse a few narrow alley-ways cut out of the hard rock, finally reaching a short subterranean burial enclosure (Fig. 7). An altar, a few steps, a niche, and other details could be perceived in the intense darkness. There was no doubt that this was a very ancient sepulchre which had been ransacked during the early period of the Spanish Conquest. Nobody thought that there was anything more there than met the eye. It was in the month of March that patient excavations brought to the level of the ground an extremely interesting group of dependent or additional constructions

## THE ROCK-HEWN PUMA-GOD OF KENKO IN ITS

PHOTOGRAPHS SUPPLIED BY SEÑOR LUIS E. VALCARCEL, CURATOR OF THE PERUVIAN NATIONAL MUSEUM

THE photographs given here illustrate the remarkable new discoveries made in and around Cuzco, the capital of the ancient Inca empire in Peru, during archaeological excavations under the direction of Señor Luis Valcarcel, who describes his results in the article on page 509 of the present issue. The numbers attached to the illustrations correspond to his references to the particular subjects shown in the photographs. It should be made clear that his description relates to two separate sites—one at Kenko (in the environs of Cuzco), represented here in Figs. 5 and 7; and the other at a place more than thirty miles away, now

(Continued on right.)



FIG. 4. (RIGHT) "THE MAUSOLEUM OF THE NOBILITY"; THE TOP-MOST PART OF THE GREAT INCA FORTRESS AT OLLANTAYTAMBO (FORMERLY TAMPU), SOME THIRTY MILES FROM CUZCO—A MASS OF TERRACED BUILDINGS WITH NARROW PASSAGES, TOMBS, AND NUMEROUS RICHES.



after Pizarro's conquest of Peru. "There can be no doubt whatever," writes Señor Valcarcel, "that it is an object of some cult, the incarnation of a god worshipped in this sanctuary." It recalls the jackal Anubis and other animal gods of ancient Egypt. The rock on which the puma figure stands is connected on one side with a limestone mass forming the outer part of a great tomb. The open space in the amphitheatre, around the puma-god, was no doubt in Inca times the scene of sacred dances and of religious rites associated with the dead and with the huge sculptured figure. On rare occasions, mummified figures,

FIG. 6. (LEFT) A NEW STYLE OF ARCHITECTURE DISCOVERED IN THE GREAT INCA FORTRESS AT OLLANTAYTAMBO (SEE FIG. 4 ABOVE), A NARROW RECTANGULAR HALL, WITH A DOUBLE ROW OF VAULTED NICHS,—A CHAMBER WHICH WAS APPARENTLY ROOFLESS.

## SACRED AMPHITHEATRE, AND AN INCA MAUSOLEUM.

AT LIMA, AND DIRECTOR OF ARCHEOLOGICAL RESEARCH AT CUZCO. (SEE HIS ARTICLE ON PAGE 509.)



called Ollantaytambo, but known before the days of Columbus as Tampu. This latter is shown here in Figs. 4 and 6. Particularly interesting is the evidence obtained at Kenko concerning the existence of ancient rites of animal-worship, represented by the sacred amphitheatre shown in Fig. 5, and illustrated also, from the opposite point of view, in Fig. 1 on page 509. As Señor Valcarcel points out in his article, almost in the centre of the sacred enclosure there still stands a great solitary zoomorphic, or animal-shaped, rock, which must have represented a puma, and he suggests that it was probably disguised by Spanish priests

(Continued below.)

FIG. 5. (LEFT) THE ROCK-HEWN STATUE AND SHRINE OF THE INCA PUMA-GOD NEAR CUZCO: A HUGE ANIMAL-SHAPED ROCK (IN CENTRE OF PHOTOGRAPH) IN A SACRED AMPHITHEATRE AT KENKO—AN OPPOSITE VIEW TO THAT SHOWN IN FIG. 1, ON PAGE 509.

perhaps of dead Inca emperors, were brought out of the tombs, to be present at such ceremonies. At Ollantaytambo, the chief feature of interest is the great fortress, with its mass of narrow passages and peculiar buildings, containing numerous niches, which apparently formed a mausoleum at the summit of the citadel. On this site, besides buildings, aqueducts, baths, and fountains, have come to light many fine examples of Inca art and craftsmanship. "As a result of the discoveries now made," Señor Valcarcel declares, "Ollantaytambo becomes one of the most important archaeological groups in the world."

FIG. 7. (RIGHT) WHERE "NATURAL CAVERNS HAVE BEEN UTILISED FOR MAKING" THE TOMBS OF THE INCA NOBILITY. ROCKS HAVING BEEN "CUT, POLISHED, WORKED, AND ORNAMENTED AS THOUGH THEY WERE MALLEABLE AND SOFT": A BURIAL PLACE AT KENKO.



# BOOKS OF THE DAY.

NATURE, the dear old nurse, has been telling her bookish children a good many stories of late, and I felt it was time to take a leaf or two out of her tales. When I came to collect them, I found they had accumulated on an almost Vallombrosan scale. Fifteen books on the reviewer's chest, and no bottle of rum! If he isn't a dead man yet, he will be soon. However, here goes.

First comes a pair of ample volumes (suitable, in size, for tombstones at the head and feet!) entitled "THE MAMMALS OF SOUTH-WEST AFRICA." A Biological Account of the Forms Occurring in that Region. By Captain G. C. Shortridge, M.B.E., C.M.Z.S., Director, Kaffrarian Museum, King William's Town. With Foreword by Viscount Allenby, Illustrations and Maps. Two vols. (Heinemann; £2 2s.). This publication has been assisted by the Research Grant Board of the Union of South Africa, from funds provided by the Carnegie Corporation of New York. It embodies the results of six collecting expeditions (by the author and others) extending over ten years, and mainly financed by the Administration of South-West Africa, the above-mentioned Board, and the Percy Sladen Trustees. Lord Allenby's compact foreword briefly traces the effect of unrestricted killing on African fauna during the last century, and commends the wiser spirit of to-day. "Travellers and sportsmen," he writes, "are seeing the folly of wanton and wasteful slaughter. The study of animals—alive and happy—is found to give a higher pleasure than the collecting of dead trophies; so the hunter is giving way to the student of Nature, and game is shot by the camera instead of by the rifle. . . . To the real sportsman—no less than to the scientist—will such a book as this by Captain Shortridge be invaluable. He is sportsman, himself, as well as naturalist; and he has produced a work useful to both."

After such a pronouncement, it seems hardly necessary for me to say very much. These volumes strike me as being packed with interest, extremely well arranged, and indispensable as a work of reference. Nothing, I should say, could be more comprehensive. Captain Shortridge himself states that his purpose has been not only to record his own observations, but to assemble the field notes of others, so that the account of each mammal may be as complete and reliable as possible. "The inclusion of numerous quotations," he suggests, "may perhaps be open to criticism." I, for one, shall not criticise this feature, which adds greatly to the interest and also suggests new lines of reading. A list of authors quoted, with particulars of their works, is given at the end of the second volume. I have not, of course, tested it thoroughly for completeness, but I might mention that a few names which I happened to look up—such as Flower, Loring, and Woosnam—are not included. No attempt has been made to illustrate every animal mentioned, and some species receive a disproportionate amount of representation; but the photographs, though sparse in number, are of excellent quality, particularly the air views showing antelope herds in motion and colonies of Cape sea-lions on the shore. The work contains a wealth of information on the habits of animals. To take one example, the way of the ant-bear with the industrious termite should make us truly thankful that the human ant-heap has no specific giant enemy. How inconvenient it would be if a creature as large as St. Paul's were suddenly to "introduce a long sticky tongue" into a block of flats to swallow its inmates!

Two little books on a very much smaller scale afford, after their own kind, "infinite riches in a little room." Of educational intent is "SOME COMMON BIRDS OF WEST AFRICA." With coloured Illustrations. By W. A. Fairbairn, Forestry Department, Nigeria. (Church Missionary Bookshop, Lagos; London: Highway Press, Salisbury Square. Cloth, 4s.; Duxeen, 3s.). What, by the way, is duxeen? It has a beguiling sound. The cloth binding is "ant or cockroach proof." There are colour portraits (on an indicated scale) of fifty birds, each facing a page of letterpress. The author's purpose is applicable in any country; that is, "to increase the interest and love of birds amongst the younger generation, so that they will learn to protect birds as the law demands, and to look upon them as friends who must not be captured, hurt, or killed, or have their nests robbed or destroyed." He also points out the usefulness of birds to man, whether as scavengers or as destroyers of harmful insects and vermin.

Of special appeal to Londoners, young or old, is "INFANTS OF THE ZOO." By E. G. Boulenger (Director, Zoological Society's Aquarium). With fifty Photographs by F. W. Bond, D. Seth-Smith, and W. S. Pitt (Dent; 7s. 6d.). These fifty portraits are diverse in subject, presenting delightful phases of infancy among various mammals, birds, reptiles, amphibians, and fishes. As the author remarks: "The judge and the felon, the prince and the pauper—all are equally likable in the cradle or the toddling stages of their careers. Much the same applies to the so-called lower animals." Readers of recent articles in our own pages will appreciate Mr. Boulenger's reference to baby beavers. Another good story is that of a lion cub's terrier foster-mother that continued to dominate "her imposing charge" after he grew up. The Strap-

Certain types of pets do not accord well together, and devotees of the budgerigar may have prejudices concerning "THE SIAMESE CAT." By Phyl Wade. With Introduction by Compton Mackenzie. Illustrated (Methuen; 5s.). Author and Introducer are respectively Chairman and President of the Siamese Cat Club, and the latter is as much at home among his feline friends as with the history of Marathon and Salamis. Cats have ere now provoked comparisons with classical antiquity, as in Matthew Arnold's lines—

So Tiberius might have sat,  
Had Tiberius been a cat.

Mr. Compton Mackenzie's introduction is the best essay I know on the cat's character and its relative virtues as "a friend of man" compared with the dog. He writes as a friend of both, but mainly in praise of Puss.

## To Our Readers and Photographers at Home and Abroad.

"THE ILLUSTRATED LONDON NEWS" has always been famed for its treatment of the various branches of Science. Its archæological articles and illustrations are known throughout the world, and its pages dealing with Natural History and Ethnology are of equal value. These and other subjects are dealt with in our pages in a more extensive way than in any other illustrated weekly journal. We take this opportunity, therefore, of urging our readers to forward to us photographs of interest in these branches of Science.

Few people visiting the less-known parts of the world fail to equip themselves with cameras, and we wish to inform explorers and others who travel that we are glad to consider photographs which show curious customs of various nationalities, civilised and uncivilised, their sports, habits, and costumes; in fact, anything of a little-known or unusual character.

We are very pleased to receive also photographs dealing with Natural History in all its branches, especially those which are of a novel description. Our pages deal thoroughly with unfamiliar habits of birds, animals, fishes, and insects.

To Archæologists we make a special appeal to send us the results of recent discoveries.

In addition, we are glad to consider photographs or rough sketches illustrating important events throughout the world; but such contributions should be forwarded by the quickest possible route, immediately after the events.

We welcome contributions and pay well for all material accepted for publication.

When illustrations are submitted, each subject sent should be accompanied by a suitable description.

Contributions should be addressed to: The Editor, *The Illustrated London News*, 346, Strand, London, W.C.2.

hanging Opossum and the Parachuting Phalanger suggest to the lay mind that *homo sapiens* may eventually have to evolve somewhat on these lines.

Among works on individual species, an attractive example, lavishly illustrated in colour and otherwise, is "BUDGERIGARS IN BUSH AND AVIARY." By Neville W. Cayley, F.R.Z.S., author of "What Bird is That?" and "Australian Finches in Bush and Aviary" (Sydney: Angus and Robertson; London: Australian Book Co., 37, Great Russell Street; 7s. 6d.). This book should win wide popularity with breeders and owners of these enticing little parrots. Hitherto I have rather avoided alluding to the budgerigar in conversation (along with such words as *pariah*, *vagary*, *lichen*, and *gew-gaw*), through doubts of its pronunciation. Even Mr. Cayley is not conclusive on this point. "It is an aboriginal name," he says, "meaning 'good bird,' or 'good food,' and, like other native names, is pronounced in several ways, and so spelt differently. Thus we have Betcherry-gah, Budgery-gar, Budgeri-gar, Budgerigar, Boodgerree-gar, and Budgery-gah." Very interesting, but I still don't know what is the accepted pronunciation! I was surprised to learn that Budgerigars can be good talkers; so perhaps I may get one, and ask it.

more realistic effort, a contribution to biology.

To complete my tale of fifteen books (counting the first as two volumes), I must briefly mention seven more, which would fill another article. Personal field observation—particularly bird-watching—has produced several highly attractive works, enriched by beautiful photographs, namely: "TRUE DRAMAS OF WILD LIFE." By George Hearn. With Foreword by Lord Howard of Penrith and 115 Illustrations (Hutchinson; 8s. 6d.); "THE NATURALIST ON THE PROWL." By Frances Pitt (*Country Life*; 5s.); "SEA TERNS"; or Sea Swallows. Their Habits, Language, Arrival and Departure. By George and Anne Marples (*Country Life*; 15s.); and "THE LIFE OF THE ROOK." By G. K. Yeates (Philip Allan; 10s. 6d.). The life-history and breeding of a familiar game bird are treated in "PERDIX THE PARTRIDGE." By Leslie Sprake. With Plates including a Sixteenth-Century Sporting Scene (Witherby; 6s.). Animal psychology is fully discussed in "WISDOM IN THE WILD." By Douglas Gordon (Murray; 7s. 6d.). "SECRETS OF NATURE." By Mary Field and Percy Smith. With Preface by H. Bruce Woolfe (Faber and Faber; 12s. 6d.), takes us behind the scenes of a fascinating film series, which has won world-wide distinction for British cinematography. C. E. B.

Atossa's historic proceedings suggest that cats may be unpopular in circles likely to be allured by "TROPICAL FISHES AS PETS." By Christopher W. Coates, Department of Tropical Fish, New York Aquarium. Illustrated from Photographs by S. C. Dunton (Cape; 7s. 6d.). This book does not purport to be "a complete list of the fishes suitable for a domestic aquarium," but there is plenty to go on with, while the specimens chosen are sufficiently spectacular and their life-story is well told. Personally, I should prefer as pets something sharing my own element and nearer to human characteristics than fish; but this feeling may be due to an early inhibition, for I remember, as an inquisitive little boy, once taking too practical an interest in certain goldfish and being well spanked for my investigations.

I have heard of people making pets among those much-maligned amphibians described in "TOADS AND TOAD LIFE." By Jean Rostand. Translated from the French by Joan Fletcher. With eleven Illustrations (Methuen; 7s. 6d.). This, however, is not a "pet" book, but a serious scientific study. The publishers claim it as "the first book in English devoted to the toad, whose sub-title might be 'The Love-Life of the Toad.'" We learn in much detail indeed, and with French frankness, what happens when the toad, like Froggy in the nursery fable, "would a-wooing go." Had the author's experiments been published in the seventeenth century, he might have shared the fate of the Italian philosopher Luigi Vanini, who, he recalls, was "burned alive because a toad in a glass bowl had been found in his house." There were other reasons, I believe, but the toad may have been decisive. Neither French nor English literature has neglected the toad. M. Rostand mentions the "synthetic batrachian" in his father's famous play, "Chantecler": while his own frontispiece suggests that Shakespeare's allusion to "a precious jewel" in the toad's head may refer to its glittering eye. A painful incident about a pet toad (painful for the toad, at least) occurs in Hawker's Cornish character-sketch, "Black John." Then have we not a whole play called "Toad of Toad Hall"?—though not, like M. Rostand's

THE CENTENARY OF BIRMINGHAM TOWN HALL :  
A BUILDING DESIGNED BY THE INVENTOR OF HANSOMS.



THE SITE OF BIRMINGHAM TOWN HALL AS IT APPEARED IN THE YEAR 1822 :  
THE CORNER OF PARADISE STREET AND CONGREVE STREET—FROM AN OLD PRINT.



THE FIRST MUSICAL FESTIVAL IN BIRMINGHAM TOWN HALL : THE SCENE IN OCTOBER  
1834, TWELVE YEARS BEFORE MENDELSSOHN CONDUCTED THE FIRST PERFORMANCE  
OF HIS "ELIJAH" THERE.



JOSEPH ALOYSIUS HANSOM (1803-82) : THE ARCHITECT OF BIRMINGHAM  
TOWN HALL, WHO WENT BANKRUPT OVER IT, AND LATER WON FAME  
BY INVENTING THE HANSOM CAB.

The centenary of the opening of Birmingham Town Hall, in 1834, is being commemorated there by a week of celebrations, arranged to begin on October 4 with the unveiling, by the Lord Mayor of Birmingham, of memorial plaques to the architect and builders, and a special concert. The programme included items from Handel, Mendelssohn, and Elgar reminiscent of historic occasions in Birmingham's musical history. The first festival, in 1768, was mainly devoted to Handel. From 1834 triennial festivals were held in the Town Hall, until the Great War. In 1846 it saw the original production of Mendelssohn's "Elijah," under the composer's own direction, and in later years the first productions of



BIRMINGHAM TOWN HALL JUST AFTER ITS COMPLETION 100 YEARS AGO : AN OLD PRINT  
OF THE EXTERIOR DURING THE FIRST MUSICAL FESTIVAL HELD IN IT, IN 1834.



THE INTERIOR OF BIRMINGHAM TOWN HALL TO-DAY : A BUILDING WHICH HAS HEARD  
BRIGHT AND GLADSTONE SPEAK, JENNY LIND AND PATTI SING, AND DICKENS READ  
FROM HIS WORKS—[Photograph by J. Willoughby Harrison.]



THE EXTERIOR OF BIRMINGHAM TOWN HALL AS IT IS TO-DAY : AN EXAMPLE OF THE CORINTHIAN  
ORDER OF ARCHITECTURE, DESIGNED BY JOSEPH HANSOM, IN 1831, ON THE LINES OF THE TEMPLE  
OF JUPITER STATOR AT ROME.

Elgar's oratorios—"The Dream of Gerontius" (1900), "The Apostles" (1903), and "The Kingdom" (1906), while at the last festival (in 1912) his cantata, "The Music Makers," was first heard. The architect of the Town Hall, Joseph Aloysius Hansom, afterwards gave his name to the Hansom cab, which he invented. He was chosen, in 1831, from among nearly seventy competitors (including Barry, architect of the Houses of Parliament), but this success brought him disaster. He was only twenty-seven at the time, and the authorities, hesitating to entrust the work to so young a man, required him not only to consult more experienced architects, but to become responsible for completing the work. As the cost much exceeded the estimate, Hansom, who had devoted himself to the work, went bankrupt. He was superseded by another architect, who received all the praise at the opening. Afterwards, Hansom designed many other buildings elsewhere.

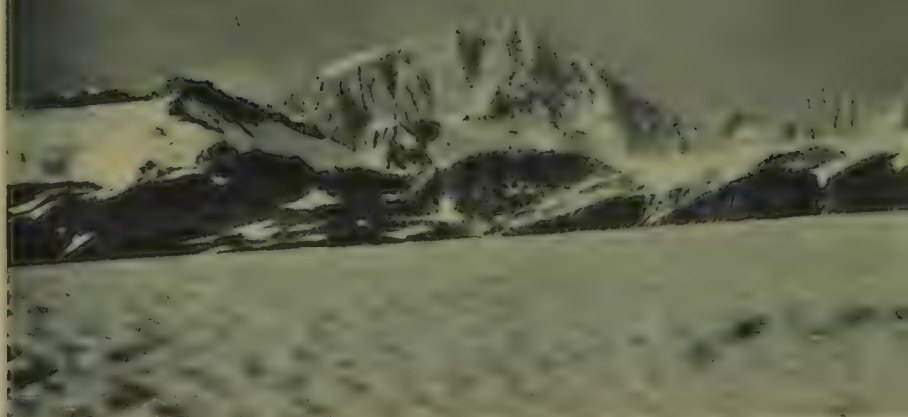
# THE UNCLIMBED AND "UNCLIMBABLE" MOUNT MYSTERY:

OUTWORKS AND "SENTINELS" THAT GUARD  
THE HIGHEST PEAK IN CANADA.

THE ILLUSTRATED LONDON NEWS—  
OCT. 6, 1934—514



ON THE WAY TO MOUNT MYSTERY: THE HEAD OF DALS GLACIER, WHERE THERE IS A "GREAT GLEAMING BASIN, THREE MILES ROUND THE RIM"; AND A CAMPING SITE USED IN THE RECENT ATTACK ON MOUNT WADDINGTON (INDICATED BY AN ARROW).



THE PROFILE OF MOUNT MYSTERY: THE PEAKS OF MOUNT WADDINGTON—THE SECOND HIGHEST OF WHICH THE MUNDAY-HALL PARTY CLIMBED, THOUGH ITS HIGHEST DEFIED THEM—SEEN FROM AGUR GLACIER.

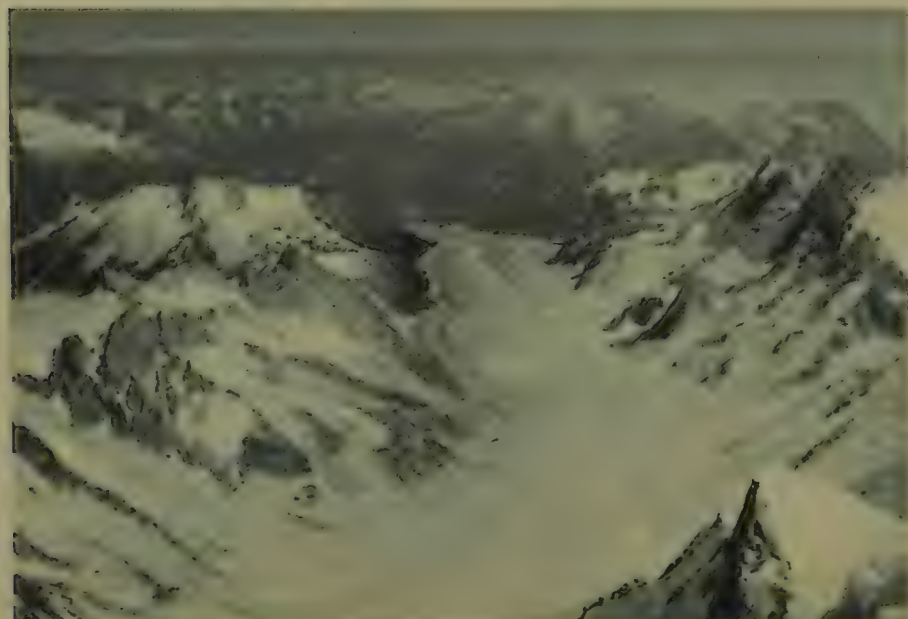
WHEN we illustrated the desolate region round Mount Waddington in the Canadian Rockies, in our issue of March 10, we were able to quote from a letter from Mr. Don Munday, in which he described "Mount Mystery" (Mount Waddington's popular name) as the "foremost mountaineering problem in Canada." The photographs reproduced here, and opposite, were taken during an attempt made on the mountain

this August—an attempt which left this "problem" still unsolved. Describing their assault on the mountain, in "The Times," Mr. Munday writes: "The party which made the attempt, consisting of Mr. Henry Hall, jnr., my wife and myself, does not intend to renew an attack on the mountain. We think that at excessive risk, and at the expenditure of a whole season, a party might . . . win, if granted unusually good weather." The Munday-Hall party started from the head of Knight Inlet, on the West Coast, on July 26. Mr. Henry Hall, who went with them, is an experienced mountaineer from Boston, and brought with him Hans Führer, a Swiss guide with much experience of the Canadian Rockies. At the second attempt, favoured with fine weather, they got up to 11,500 ft., and linked up with their previous ascent of Mount Waddington's second peak in 1928, and then reached the summit of this, the north-west peak. "The white fang tapered suddenly to a fragile tip on which a person might stand," writes Mr. Munday, describing the scene at this point. "Beyond it, a few hundred yards away across the void, and perhaps 60 ft. higher, poised the highest peak of Waddington, almost a nightmare in its grim inaccessibility, in its terrific upthrust, in its baffling rock structure, peculiar to the central mass of the mountain. And, for further mockery of the mountaineer, the mountain ceaselessly combs moisture from the winds to drape the upper rocks



THE RAMPARTS AND DEFENCES OF MOUNT MYSTERY: (ABOVE) MR. DON MUNDAY PROSPECTING A ROUTE AMID WHITE "SENTINELS" IN AN ICE FALL ON THE FRANKLIN GLACIER; (BELOW; LEFT) TIEDEMANN GLACIER, WHICH RUNS DOWN FROM BELOW MOUNT MYSTERY TO THE HOMATHIKO RIVER VALLEY, SEEN FROM THE SECOND HIGHEST PEAK OF MOUNT WADDINGTON; AND (BELOW; RIGHT) MOUNT BELL (12,000 FT.), ONE OF THE GIGANTIC NEIGHBOURS OF MOUNT WADDINGTON, THE APPROACHES OF WHICH WERE EXPLORED BY THE MUNDAY-HALL EXPEDITION AFTER THEY HAD ABANDONED THEIR ATTEMPT ON MOUNT WADDINGTON'S HIGHEST PEAK.

too sheer for snow to cling, with plates and plumes and festoons of huge, crumbling ice 'feathers.' Our present peak was merely such a plume, with blue light coming up between one's feet." From this point they made their way down again to Dals Glacier. Later they explored the approaches to Mount Bell, and also mapped three nameless peaks beyond. Mr. Munday concludes his description of the attempt with the following words: "Eight seasons of effort under the shadow of Mount Waddington, 'Mystery Mountain' still, were closed for my wife and me. Some disappointment there must be, but also a deep, strange elation that the mountain had proved so great."





MOUNT MYSTERY—UNCLIMBED AND "UNCLIMBABLE": THE HIGHEST PEAK OF MOUNT WADDINGTON (13,260 FT.), CONSIDERED VIRTUALLY UNCLIMBABLE BY THE MUNDAY-HALL EXPEDITION, WHICH RECENTLY ATTEMPTED IT—A ROCKY FANG OF PECULIAR FORMATION, COVERED WITH ICE-SCALES, "ALMOST A NIGHTMARE IN ITS GRIM INACCESSIBILITY."

## A WINDOW ON THE WORLD: NEWS OF THE WEEK IN PICTURES.



THE TREASURE OF THE WEEK AT THE VICTORIA AND ALBERT MUSEUM: FLINT-LOCK PISTOLS MADE FOR LOUIS XV. AND DECORATED WITH PORTRAITS OF THE KING AND STORIES FROM OVID.

The stocks are of walnut, inlaid with gold wire. The locks, mounts, and barrels are of chiselled and gilt steel, the latter partly blued. Among the decorations, which are in the style of about the year 1750, are stories from Ovid, the royal arms of France, and (on the pivot of each hammer) a portrait of the King. The pistols are signed *Les Roche aux Galeries du Louvre*. Another pair of pistols, signed *La Roche à Paris*, made for Charles Ferdinand, Duc de Berry, is in the Musée de l'Armée, Paris, and a single pistol bearing the same signature is in the Wallace Collection.



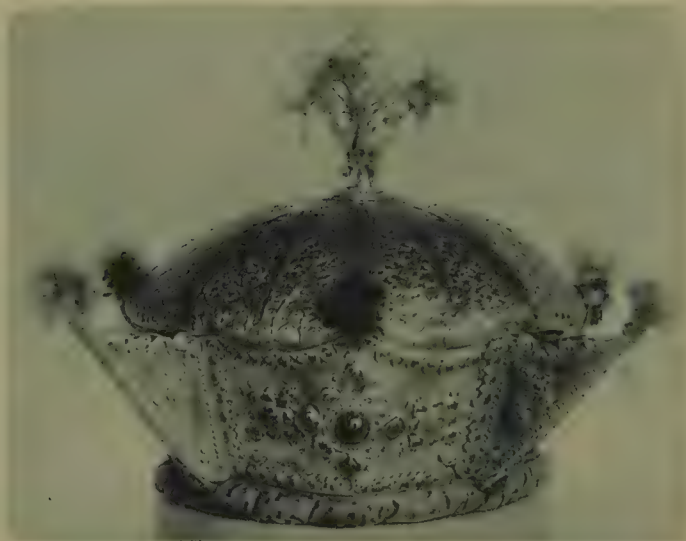
WHERE CHIEFS WERE PRESENTED TO PRINCE HENRY ON THE DAY ON WHICH THE KANDYAN THRONE AND CROWN WERE RETURNED: THE KING'S PAVILION, KANDY.

The Duke of Gloucester, on his way to Australia, paid a four days' visit to Ceylon. On Sunday, September 23, he presented to Ceylon the crown and the coronation chair of the Kings of Kandy, long kept in Windsor Castle. The ceremony took place at Kandy, in the audience hall of the ancient Sinhalese kings, which had been extended for the occasion. In the King's Pavilion, the Governor's residence, the Kandyan Chiefs were introduced to his Royal Highness.



A FURTHER EXPLOSION AT GRESFORD COLLIERY, NEAR WREXHAM, WHICH COST ONE MORE LIFE: THE MAIN SHAFT, SEALED UP AFTER THE ORIGINAL DISASTER, UNSEALED AGAIN BY ITS FORCE.

The number of those killed at Gresford Colliery was brought to 265 when a further explosion, on September 25, caused one more death. As mentioned in our last issue, the main shaft was sealed up, but the new explosion blew out the sealings, as our photograph shows. George Brown, a greaser, of Rhosyllen, was struck on the head by a piece of flying metal, and later died. A Gresford Relief Fund was opened by the Lord Mayor for those bereaved by the disaster. The response was very generous, and special arrangements had to be made at the Mansion House to deal with the correspondence.



By Gracious Permission of his Majesty the King.

THE CROWN OF THE KINGS OF KANDY—PRESENTED TO CEYLON BY HIS MAJESTY; WITH THE ANCIENT KANDYAN CORONATION CHAIR.

As noted in our issue of September 9, in which, by gracious permission of his Majesty, we gave a page picture of the coronation chair of the Kings of Kandy, that throne, as well as the crown of the Kings of Kandy, has been given to the Government of Ceylon by the King. Both throne and crown were captured by the British during the rebellion in 1815, and were then sent by the Governor of Ceylon to the Prince Regent.



A CHAPEL IN A LINER: THE PLACE OF WORSHIP SPECIALLY INSTALLED IN THE "CONTE GRANDE" FOR THE PAPAL LEGATE ON HIS VOYAGE TO BUENOS AIRES.

This photograph shows the chapel set up on board ship for H.E. Cardinal Pacelli, Papal Legate to the thirty-second Eucharistic Congress, which opens at Buenos Aires on October 10. It is installed in his Eminence's apartments on board the "Conte Grande," the 25,000-ton liner of the Italian line in which the mission to the Congress sailed from Genoa on September 24. The Cardinal was seen off by all the civil and ecclesiastical authorities of Genoa.



THE CROWN PRINCE OF ITALY CHEERED AFTER THE ANNOUNCEMENT OF HIS DAUGHTER'S BIRTH, IN NAPLES.

Princess Marie José, wife of Prince Umberto, the Crown Prince of Italy, and daughter of the late King of the Belgians, gave birth to a daughter on the night of September 24, at Naples. The announcement was enthusiastically received. In the photograph is seen the lace bow hung over the door of the Palace when the birth was announced.

# The Artistry of Benvenuto Cellini, Goldsmith and Adventurer.

REPRODUCED FROM THE ORIGINALS IN THE COWPER COLLECTION. BY COURTESY OF LORD AND LADY DESBOROUGH.



TREASURES OF THE COWPER COLLECTION AT PANSHANGER: A GILT EWER AND BASIN BY CELLINI, THE GREAT FLORENTINE METAL-WORKER AND SCULPTOR.

The exquisite artistry of these vessels, which are now among the principal treasures in the Cowper Collection at Panshanger, makes it easy to understand the immense reputation of Benvenuto Cellini in decorative metal-work and sculpture. The Cowper collection, it may be recalled, was formed by the third Earl Cowper, who was born in 1738 and died in 1789. He lived for thirty years in Florence, where he spent much of his time in the galleries, and bought a great many pictures, among them two very valuable works of Raphael. One of these pictures later fetched £150,000. Lady Desborough succeeded to Panshanger

on the death of her uncle, the seventh Lord Cowper. Benvenuto Cellini, who in his memoirs has recounted his own adventurous career, was born at Florence in 1500 and died there in 1571. Part of his life, however, was passed in Rome and elsewhere in Italy, and at the Court of Francis I. of France, for whom he made a celebrated salt-cellar and executed various other works. It may be worth mentioning incidentally that a film representing Benvenuto Cellini's adventures, in burlesque form, was produced a few weeks ago, under the title "The Affairs of Cellini."—[Finlay Colour Process.]



TROUT-FISHING IN SOUTH AFRICA: THE JOYS OF ANGLING IN THE OUT-DOOR PARADISE OF THE UNION, WITH THE EVENING GLOW  
GILDING THE SURFACE OF A FAVOURITE STREAM.

This scene of trout-fishing—one of the many British sports to find ardent devotees in far-off British Dominions—is laid in one of the numerous streams under the Hex River Mountains in the Cape Western Province of the Union of South Africa. Trout acclimatisation was begun in South Africa forty years ago, and all suitable streams and rivers in the various Provinces of the Union are to-day adequately stocked. They provide really first-rate sport, particularly in Cape Province, Natal, and the Transvaal. The seasons vary a little according

to locality, but in the main the ample facilities for this sport in South Africa provide a potential outlet for the winter idleness of fishermen in Great Britain and Europe, since the seasons in the southern hemisphere fit in so happily with those of the north. Trout anglers of wide experience who have visited this Dominion say that the sport to be obtained there lacks none of the joys and thrills of some of the most famous trout-streams in other parts of the world. Those of our readers interested in spending the winter abroad and

combining sunshine with trout-fishing may do well to consider the attractions of South Africa. If they will communicate with the Director, Union Government Travel Bureau, South Africa House, Trafalgar Square, London, W.C.2, stating their needs, full and authoritative information is available. A handbook is issued containing in a few pages all essential information concerning the trout-streams of the country. It includes notes on coarse river-fishing—of such noted species as the tiger fish, yellow fish, springer, carp, and eel.

The attractions of a trout-fishing holiday in South Africa are enhanced by the varied charm and inherent interest of the country, its splendid scenery, colourful native life, its glorious flora, and, not least, its wealth of fauna in the natural state. The hospitality and helpfulness of the citizens of the Union are known well, and if there is added to these characteristics the certainty of enjoyment of sunshine and perfection of climate in the temperate zone of the southern hemisphere, there are all the ingredients for a perfect winter change from Europe.



C.F.H.

COPY OF THE ABOVE PICTURE WILL BE SENT POST FREE ON REQUEST FROM DEPT. L., DUNLOP RUBBER CO. LTD., ST. JAMES'S STREET, LONDON, S.W.1

# PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



**QUEEN MARIE OF RUMANIA AT SCARBOROUGH:** HER MAJESTY, WHO IS WITH LORD DERWENT, BEING SHOWN THE ROSE GARDENS.

Queen Marie of Rumania paid an informal visit to Scarborough on September 29, in the course of her week-end visit to Lord and Lady Derwent, at Hackness Hall, near Scarborough. She was escorted round Peasholm Glen and Peasholm Park by the Mayor (Councillor G. K. G. Pindar), and, later, along Marine Drive, the South Foreshore Road, and the Esplanade.



**VISCOUNT GALWAY; APPOINTED GOVERNOR-GENERAL OF NEW ZEALAND.**

It was announced on October 2 that the King had approved the appointment of Viscount Galway, D.S.O., O.B.E., to be Governor-General of New Zealand in succession to Lord Bledisloe, whose term of office expires in March. Lord Galway commanded the Life Guards, 1925-29, after serving with the 4th Cavalry Brigade and the 2nd Cavalry Division.



**PRINCESS MARINA'S PORTRAIT PAINTED BY DE LÁSZLÓ:** THE PRINCESS LEAVING THE ARTIST'S STUDIO WITH PRINCE GEORGE. That most distinguished artist, Mr. P. A. de László, M.V.O., who has painted so many portraits of Royalty (including a number which have been reproduced in our pages from time to time), is painting a portrait of Princess Marina, Prince George's fiancée. Prince George paid a visit to the artist's studio at Hampstead on September 27, to see how the portrait was progressing. He is here seen leaving with Princess Marina. Princess Nicolas of Greece is in the background.



**SIR FREDERICK DYSON.**

Formerly Mayor of Windsor. Died on September 28; aged eighty. Mayor of Windsor, 1909-10, 1910-11, and 1922-23. Knighted by King George in the High Street of Windsor after the latter's return from his Coronation.



**MISS MARY BROUGH.**

The well-known actress. Died September 30; aged seventy-one. After many years on the stage, she achieved success in "The Cuckoo in the Nest," at the Aldwych, and maintained her popularity in successive "Aldwych farces."



**MR. ARCHIBALD MARSHALL.**

Well-known author. Died September 29; aged sixty-eight. A popular contributor to "Punch," with his "Simple Stories" and "The Birdkin Family." His novels included "The Squire's Daughter" and his recent "Nothing Hid."



**MR. JAMES MELROSE.**

Young Australian airman. Flew from Darwin to Croydon in eight days, nine hours, in a Puss Moth (illustrated on page 524)—thus making an unofficial record. Had only been flying for sixteen months previously.



**MISS FREDA THOMPSON.**

Young Australian airwoman. Left Lympne on September 28 in an attempt to beat the England-Australia record. Forced to descend at Megara, in Greece. Her machine was damaged, but she was unhurt.



**MR. W. KEAN.**

Elected Chairman of the T.U.C. General Council, September 26; in succession to Mr. A. Conley, Secretary of the National Union of Gold, Silver, and Allied Trades. A member of the General Council since 1921.



**THE NEW SHERIFFS OF LONDON: ALDERMAN TWYFORD (RIGHT) AND MR. PEARSE AT THE CEREMONIES AT THE LORD MAYOR'S ELECTION.**

Alderman Sir Stephen H. M. Killik was selected to be the next Lord Mayor of London at the meeting of the City Liverymen in Guildhall on September 29. A photograph of him will be found on Our Notebook Page. The two new Sheriffs—Alderman H. E. A. Twyford and Mr. J. S. Pearse—made their "declaration of service" at Guildhall on the previous morning, before Alderman Sir Louis Newton, who was acting as Lord Mayor.



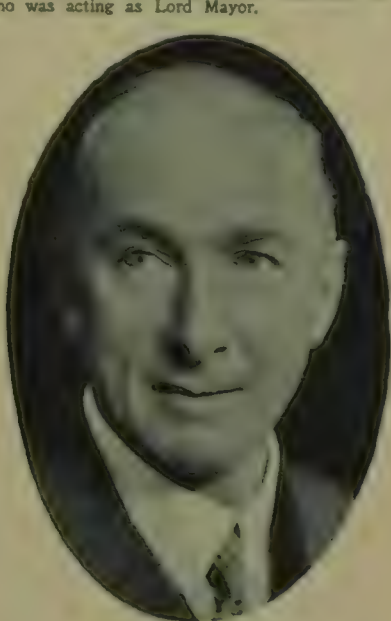
**RESCUED FROM BANDITS IN MANCHURIA:** THREE EMPLOYEES OF MESSRS. METRO-GOLDWYN-MAYER; KIDNAPPED WHEN THE HARBIN-HSINKING EXPRESS WAS WRECKED IN AUGUST.

When bandits wrecked the express from Harbin to Hsinking at the end of August, a number of passengers were kidnapped, including Mr. E. F. Johansen, Far-Eastern manager of the Metro-Goldwyn-Mayer Film Corporation (seen on right), and Mr. R. Lury (centre), its Manchukuo representative. Later they were released—it is stated by the efforts of the Japanese military authorities—together with Mr. K. Matsumoto (seen on left), the firm's assistant manager for Manchukuo.



**THE REV. H. R. L. SHEPPARD.**

The Rev. H. R. L. Sheppard has accepted a canonry in St. Paul's Cathedral. The canonry carries with it the office of Precentor, and Dr. Sheppard will thus have a special responsibility for the ordering of the services in the Cathedral. Dean of Canterbury, 1929 to 1931. Resigned on account of ill-health.



**MR. H. E. FASS.**

Mr. H. E. Fass, a Principal Assistant Secretary to the Treasury (at present seconded as Financial Secretary to the Sudan Government), has been appointed Public Trustee in the place of Sir Oswald Simpkin, who is retiring on account of ill-health. Mr. Fass entered the Board of Education in 1909, and went to the Treasury in 1915.



**AFTER THE WINWICK TRAIN SMASH—THE WORST IN THIS COUNTRY SINCE 1928:**  
CLEARING THE LINE NEAR WARRINGTON; WITH DÉBRIS PILED ALONGSIDE.

The worst British railway disaster since 1928 occurred at Winwick Junction, near Warrington, on the London, Midland, and Scottish Railway, soon after 9 p.m. on September 28. Ten people were killed and twenty-one injured. The London to Blackpool express, having left Euston at 5.20, ran into the rear of a stationary local train which was on its way from Wigan to Warrington. The express engine appeared

*(Continued on right.)*

## THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



**AFTER THE EUSTON TO BLACKPOOL EXPRESS HAD RUN INTO A STATIONARY TRAIN AT WINWICK JUNCTION: ONE OF THE BATTERED COACHES.**

to leap into the air when the collision occurred and crashed down upon the rear coaches of the local train. The last coach of that train was battered to pieces, and the first and second coaches of the express were smashed. Doctors, nurses, and ambulance men were quickly on the scene and rescue work went on for hours. The inquest on those killed was held at Warrington on October 2, and "Death by misadventure" was the verdict.



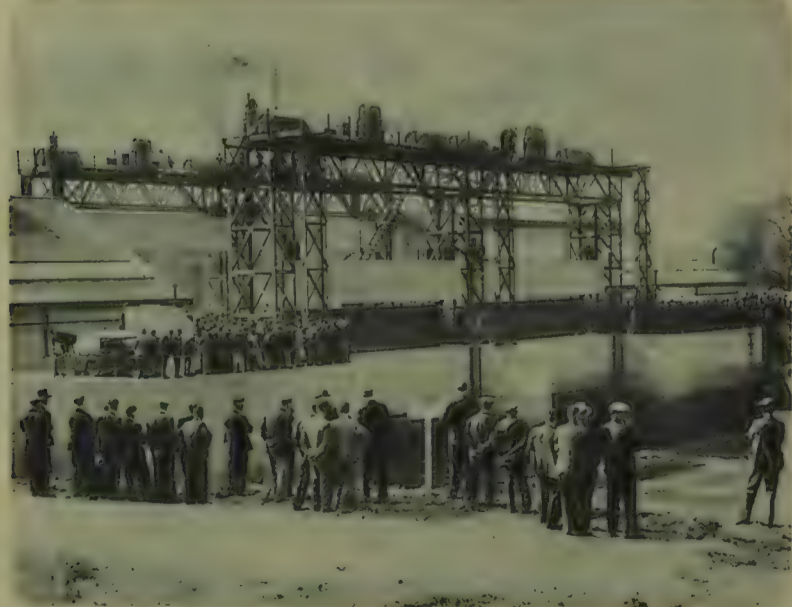
**THE PARKESTON QUAY EXTENSION AT HARWICH—OPENED BY ADMIRAL SIR REGINALD TYRWIHT.**

The Parkeston Quay Extension at Harwich, which has been constructed by the London and North Eastern Railway Company at a cost of nearly £500,000, was officially opened on October 1 by Admiral of the Fleet Sir Reginald Tyrwhitt. Work on the scheme began in 1931. The quay, of reinforced concrete built on piles, is now some 6000 square yards in area, and provides increased facilities for Continental services.



**THE WHITE CLIFFS OF ALBION—CRUMBLING: THE HUGE FALL WHICH OCCURRED RECENTLY NEAR SEAFORD HEAD—NOT FAR FROM EASTBOURNE.**

Huge masses of stone and rubbish fell at the mouth of the Cuckmere River, on the east of Seaford Head, on the morning of September 30. The first fall, which appears to have been heard by no one in the vicinity, was followed by a second, within two hours. A big heap of debris was left, stretching right down to the water's edge. Later, chalk dust settled noticeably on the surrounding country-side.



**A GREAT FENLAND DRAINAGE SCHEME PUT INTO OPERATION: THE ST. GERMAN'S PUMPING STATION, INAUGURATED BY MR. WALTER ELLIOT.**

Mr. Walter Elliot, Minister of Agriculture, formally started the pumps at the Middle Level new sluice at St. Germans, Norfolk, on September 28. In his speech, he said that the pumping machinery was the biggest in the world. These works have taken four years to complete, at a cost of about £224,000, and are an important development in Fenland drainage. Most of the men employed on the work came from distressed areas.



**AN AIR CRASH IN KENT, IN WHICH FOUR LIVES WERE LOST: THE WRECKAGE OF THE ILL-FATED MACHINE AT COCKERHURST, NEAR SHOREHAM.**

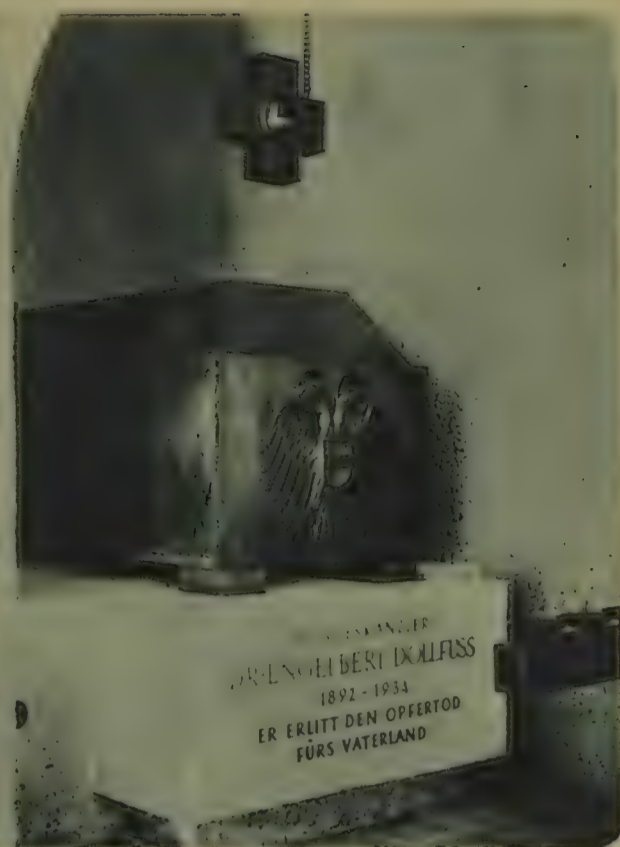
The pilot and three passengers, two of whom were women, were killed when a light aeroplane crashed on Cockerhurst Hill, near Shoreham (Kent), on September 29. The aeroplane was an Airspeed Courier belonging to London, Scottish and Provincial Airways, and was bound from Heston to Paris. The pilot was Mr. Ronald M. Smith, of Fordhook Avenue, Ealing, who had served in the R.A.F. It is uncertain whether the pilot was trying to land or not.

## OCCASIONS OF INTEREST ON THE CONTINENT: PICTORIAL TOPICALITIES FROM ABROAD.



THE LAST RESTING-PLACE OF DR. SEIPEL, THE FORMER AUSTRIAN CHANCELLOR, IN THE SEIPEL MEMORIAL CHURCH: A JOINT REBURIAL WITH THE BODY OF DR. DOLLFUSS.

The bodies of the two late Chancellors, Dr. Seipel (1876-1932) and Dr. Dollfuss (1892-1934), were reburied on September 30 in the new Seipel Memorial Church, at Vienna, whose foundation-stone Dr. Dollfuss himself laid in 1932. The building is devoid of towers or spires, and is built in the austere style of early mediæval monasteries. Before the re-interment the bodies lay in state in the Cathedral of St. Stephen, through which the public passed in great numbers, later thronging



THE LAST RESTING-PLACE OF DR. DOLLFUSS IN THE SEIPEL MEMORIAL CHURCH—WHOSE FOUNDATION-STONE DR. DOLLFUSS HIMSELF LAID.

the streets for the procession. Within the church soldiers on sentry duty round the Chapel Ardenne carried rifles with fixed bayonets. The consecration service was read by the Cardinal Archbishop, assisted by the entire Chapter of the Cathedral. President Miklas was present, as well as the Ministry, civil and military authorities, and delegations from religious orders and associations.



"BULL-FIGHTERS" ENSCONCED IN BARRELS! AN AMUSING TYPE OF BODY-PROTECTION WORN BY AMATEUR "MATADORS" IN BASQUE SEPTEMBER SPORT AT HENDAYE.

This entertaining photograph was taken in the Basque village of Hendaye, in the south of France, close to the Spanish frontier. "Every year in the third week of September," says an explanatory note supplied with it, "the youths of Hendaye gather in the streets to try their hand at bull-fighting. Several young bulls are let loose, and are then baited with gaily coloured scarves and various kinds of weapons, much to the amusement of the spectators, who watch the proceedings from the balconies of their homes."



THE VISIT OF THE KING AND QUEEN OF YUGOSLAVIA TO SOFIA—THE FIRST SUCH VISIT FOR OVER TWENTY YEARS: QUEEN MARIE (LEFT) AND QUEEN IOANNA OF BULGARIA DRIVING FROM THE RAILWAY STATION.

The King and Queen of Yugoslavia, accompanied by M. Yevtitch, the Yugoslavian Foreign Minister, arrived in Sofia on September 27 on a State visit. His Majesty's discussions with King Boris did much to further an improvement of relations between the two countries; and the visit was afterwards declared by M. Yevtitch to mark a new era in Bulgaro-Yugoslav relations. It was agreed that the matter of an amnesty for Macedonian Bulgars is one of Yugoslav internal politics;



A ROYAL RECONCILIATION IN THE BALKANS: KING ALEXANDER OF YUGOSLAVIA (LEFT) AND KING BORIS OF BULGARIA, WHOSE DISCUSSIONS IMPROVED RELATIONS BETWEEN THE TWO COUNTRIES.

but a progressive solution seemed probable. Three more frontier transit-points are to be opened, so as to facilitate traffic and economic relations, and various other points which concern good feeling between the States were either decided or agreed on in principle. King Alexander and Queen Marie returned to Belgrade on September 30, having been most enthusiastically acclaimed by large crowds throughout their stay in Bulgaria. Their visit may inaugurate a new peace in the Balkans.



THE DUKE OF GLOUCESTER VISITING CEYLON TO PRESENT TO THE GOVERNMENT THE CROWN AND THE CORONATION CHAIR OF THE KINGS OF KANDY: THE ROYAL PROCESSION PASSING UNDER AN ARCH OF WELCOME IN COLOMBO.

As noted on another page, on which we give a photograph of the crown of the Kings of Kandy, and also a photograph of the King's Pavilion at Kandy, H.R.H. the Duke of Gloucester paid a four-days' visit to Ceylon. *(Continued on right.)*

## FROM THE WORLD'S SCRAP-BOOK: NEWS PHOTOGRAPHS FROM FAR AND NEAR.



THE DUKE OF GLOUCESTER VISITING CEYLON, WHILE ON HIS WAY TO AUSTRALIA: H.R.H. PLAYS POLO IN COLOMBO.

when on his way to Australia. On his arrival in Colombo, he found the streets gaily decorated in his honour and lined with people. The State drive from the landing-jetty to the Governor's residence, three miles away, was carried out with due ceremonial. On September 23 there was held the ceremony which was the chief reason for the Duke's stay on the island—the presentation of the ancient Kandyan crown and throne to Ceylon, which took place in Kandy itself. For two days H.R.H. stayed at Nuwara Eliya, 7000 ft. up in the mountains. His unofficial programme included a game of polo in Colombo.



THE AEROPLANE CRASH IN THE CHANNEL ON OCTOBER 2: A SISTER MACHINE TO THE ILL-FATED AIR LINER—A "DE HAVILLAND 80," WITH TWO "GIPSY SIX" ENGINES.

Seven people (five men and two women) were killed, on October 2, when a De Havilland machine belonging to the Hillman Airways line, on its way from Abridge, near Romford, to Paris, crashed into the Channel. It was piloted by Mr. W. R. Bannister, and carried six passengers. The Channel steamer "Biarritz," just out from Folkestone, received a call from the German steamer "Leander," and later took five bodies recovered back to Folkestone. Other craft continued to search for the remaining bodies.



THE ORIGINAL "QUEEN MARY"—NOW RENAMED "QUEEN MARY II.": AN 870-TON CLYDE PLEASURE STEAMER, WHICH WAS LAUNCHED LAST YEAR.

Under Board of Trade rules, no two vessels may be registered under the same name—and this regulation will bring about a small adjustment in Lloyd's Register. This 870-ton Clyde pleasure steamer the "Queen Mary," launched last year by Lady Colquhoun, will now be renamed "Queen Mary II.," since the giant Cunarder proved to be her namesake. At her Majesty's request, the owners of the ship, Messrs. Williamson, Buchanan and Co., were asked to change the name.



THE SAAR PLEBISCITE: CITIZENS READING THE LISTS, POSTED IN THE STREETS, CONTAINING THE NAMES OF THOSE ELIGIBLE TO VOTE IN JANUARY.

As the time approaches for the Saar plebiscite in January, the interest of the world in this important territory is growing. Saarlanders will decide whether they wish to be under Germany or France, or remain under League of Nations control. M. Barthou, at Geneva on September 27, explained that France would be prepared to carry out her obligations by sending troops into the Saar to ensure the fairness of the plebiscite, if it became necessary.



MR. KAYE DON'S APPEAL DISMISSED: THE FAMOUS RACING MOTORIST LEAVING THE COURT OF APPEAL, DOUGLAS, WHERE THE SENTENCE OF IMPRISONMENT WAS UPHOLD.

Mr. Kaye Don's appeal against his conviction and sentence last July for the manslaughter of his mechanic, Frank Tayler, was dismissed on September 29, by the Court of Appeal, Isle of Man. It was decided that Mr. Kaye Don's sentence of four months' imprisonment should run as from September 26. Mr. Kaye Don's prosecution, it will be recalled, took place after a motor crash near Douglas, when, with Tayler, he was testing a racing car.

## A PAGE FOR COLLECTORS.

A "HENRY VIII CHAIR": ENGLISH OR INDIAN?

By FRANK DAVIS.

We now have to deal with the specific statement of paragraph (4) above. This is supported by two arguments, and by two only: (a) that this chair shows traces of lacquer; (b) that it resembles the chair in the sculpture of Fig. 2. As to (a), I and several others have examined the chair most carefully, and with the best will in the world have been unable to discover any lacquer whatever—all we can find is the dust of ages beneath the polish. If any lacquer remained we should expect to see it beneath the arms, where it could not be rubbed: neither here, nor anywhere else, is there a sign of it.

As to (b), we are asked to study carefully slabs 8 and 22 of the famous eighth-century sculptures from the Amaravati Tope on the great staircase of the British Museum. Slab 8 is reproduced herewith (Fig. 2). We are asked to note the resemblance between the legs of the chair shown in it and the legs of the chair in Fig. 1. They are vaguely alike—but, on the strength of this not very obvious similarity, are we justified in concluding that Fig. 1, made at least 800 years afterwards, comes from the same country? It would be easy to assemble a lengthy series of apparently identical forms from all over the earth which have no connection with one another. For example, there are Maya sculptures from Central America in which a snake god is worshipped, but we don't therefore jump to the conclusion that the Mayas had any contact with classical Greece and worshipped the snake of Æsculapius. It is not unreasonable to suppose that both religious symbols and constructional forms can spring up in diverse countries, separated by thousands of miles of ocean and by a thousand years of time, uninfluenced by one another—and, after all, a chair is a fairly simple object which does not admit of an infinite variety of design. Moreover, the Fig. 1 type has

only three legs and a triangular seat—the throne in the sculpture has four.

Having thus repelled to my own satisfaction this friendly Danish invasion—though perhaps many who read this page will disagree with me—a satisfactory

THE type of elaborate turned chair with triangular seat, of which Fig. 1 is a typical and excellent example, has long been the subject of a good deal of speculation. There are quite a number of these imposing chairs in existence, most of them, as far as my knowledge goes, either of yew or beech. They are to be found scattered about all over the country, but mainly, it would seem, in the West. They have been called, without much reason, "Henry VIII. chairs," presumably because, like that monarch, they are large and heavy and somehow masculine in appearance. It was felt that a more likely explanation must be found somewhere, so it was suggested that they bore a distinct resemblance to the peasant work of the Baltic countries, and it has been usual in recent years to refer to them vaguely as "showing traces of Scandinavian influence." It must be confessed that no one produced an undoubted Scandinavian chair to prove the point, but, as none of the authorities were sure of their ground, this pleasantly vague theory seemed as good as any.

I illustrated one many months ago on this page, and several readers were good enough to write telling me about similar chairs they had seen—one specially good example was sent in by the Rector of Fairford, in Gloucestershire, in whose church it stands within the altar rails—a notable and welcome gift to any church, for these chairs have a very real dignity, which is no worse for being a trifle rustic.

Here is a new theory. It is not mine—in fact, I don't find it convincing at all—but it is extremely interesting, and is by no means to be dismissed with a shrug of contempt. I have to thank Dr. V. Slomann, of the Copenhagen Museum, for the suggestion that these chairs are Indian, and not English. As I must be considered a hostile witness, I endeavour to reproduce Dr. Slomann's arguments with absolute fidelity. I don't think I am misrepresenting both what he has written and the substance of a conversation with him if I summarise his theory as follows—

(1) Turnery is an essentially Indian craft.

(2) Indian turned and lacquered furniture astonished and delighted Europeans as early as the sixteenth century.

(3) A considerable trade was done in importing Indian furniture into England.

(4) One of the types which must be recognised now as Indian, and not English or Scandinavian, is the well-known type of Fig. 1.

No one who has ever taken the trouble to look up the early records of the period will be disposed to question the accuracy of the second and third of these propositions. We can also accept the first, if we do not give too exclusive a meaning to the word "essentially"—but it is one thing to admit that a vast amount of furniture has for centuries past been made with the help of a lathe throughout India, and another to suggest that, for this reason, all unusual and unexplained pieces made by a turner must come from India. There is ample evidence in London alone to prove, beyond all possibility of doubt, that there were plenty of turners in this country long before any chair like that of Fig. 1 could have been made. For example, in the records of the Brewers' Company, turners appear among the crafts of London in 1422 as makers of measures; and in 1469 they supply six men for the watch. In 1604 the Turners obtained a Charter from James I., and in their Ordinances of 1608 they were empowered to make a search for all badly-made turned goods, including "shovels, scoops, washing-bowls, chairs" (my italics). Seven years later it is ordained that the makers of chairs about the City who were strangers and foreigners are to bring their goods to the Turners' Hall to be searched: all are to be bought at a fixed price by the Company and distributed among its members. Thus the Company was able to control outside competition and also keep up the standard of its products:



1. A TYPE OF OLD ENGLISH CHAIR WHOSE ORIGIN HAS LONG PUZZLED COLLECTORS—INDIA BEING THE LATEST SOLUTION OF THE QUESTION TO BE SUGGESTED: ONE OF THE SO-CALLED "HENRY VIII. CHAIRS," OF TURNED ELM.

Reproduction by Courtesy of Messrs. Frank Partridge and Sons, Ltd.



2. EVIDENCE CALLED IN SUPPORT OF THE THEORY THAT THE "HENRY VIII. CHAIR" SEEN IN FIG. 1 IS OF INDIAN PROVENANCE: A CARVING FROM THE AMARAVATI TOPE; SHOWING A CHAIR HAVING LEGS SOMEWHAT SIMILAR TO THOSE OF THE "HENRY VIII. CHAIR."

Reproduced by Courtesy of the Trustees of the British Museum.

solution to the problem presented by this type still remains to be found. Let us accept Dr. Slomann's assurance that there is nothing like it in all Scandinavia, and for the time being leave India aside: the thing still looks strangely un-English; though just how or why it is difficult to say. I will write down a few questions and ask for the co-operation of my readers in answering them.

(1) Are there any examples of this type in existence which can be dated definitely, either by documents (e.g., a gift to a church) or by an inscription?

(2) If so, is there any evidence as to where the chair was obtained?

(3) Does anyone know of a painting, either English or Continental, in which such a chair is represented?

(4) Is there any such chair in existence which shows traces of lacquer?

(5) Does any such chair exist which is certainly made of a wood not known in England?

I should add that Dr. Slomann suggests that English woods could very well have been shipped to India, and there used for the manufacture—which prompts a further query.

(6) Is there a bill of lading of an East Indiaman which specifically mentions the shipping of such a cargo?

Finally, it is worth noting that Mr. L. E. Tanner, in his just-published book, "Westminster School," reproduces one of the two masters' chairs which have survived from the sixteenth century. These are very plain and simple, but are the work of the turner, and are not dissimilar in construction to the elaborate type of Fig. 1. The two former are as obviously English as the latter type is exotic in appearance. What is the solution?

# The World of the Kinema.

By MICHAEL ORME.

## "NELL GWYN."

THE cavalcade of historical celebrities, robed in the romantic undress of their "private lives," still marches on; nor is its end in sight. Its most recent recruit,

and, though it may serve as a tribute to the orange girl's kindly heart, it certainly does not indicate any perceptible change in the deportment or the mentality of the volatile creature. Until the eleventh hour, when a poignant and beautifully handled death scene draws her into its shadows, Nell is and remains as Samuel Pepys described her—a "merry rogue," untouched by the years, stridently Cockney, a Restoration sample of American "pep." Her prolonged duel with her patrician rival (to whom Miss Jeanne de Casalis lends as much dignity as is possible under the circumstances) is conducted on purely farcical, not to say slapstick, lines, and there is something of the *naïveté* of transpontine melodrama in the invariable discomfiture of the Duchess.

It is obviously futile to seek for depths in a picture that has no intention of plumbing them, and a great deal more profitable to enjoy the sparkling shallows that provide a quicksilver, merrily-distorted mirror for a king's romance. The shallows, indeed, are not without an undercurrent of warm humanity, for which Mr. Wilcox deserves full credit, and their mischievous ripples are induced to catch the reflection of a sombre, haunting personality, a man preoccupied with State affairs, a tired monarch seeking relaxation. Sir Cedric Hardwicke, attuning his dry humour to the general note of mirth, succeeds, nevertheless, in revealing the temperament and mentality of Charles II. Restrained,

type, but which, in its freshness of treatment, its happy comedy invention, and the admirable vocal contributions of its leading lady, Miss Grace Moore, is a welcome addition to this class of screen fiction. "One Night of Love" is, indeed, a well-knit, well-staged piece of work, near enough to truth to arouse genuine interest in its protagonists and rising steadily to a climax that carries a thrill in it, apart from the fine singing of its *diva*. The outline of the story is simple enough. An operatic aspirant from America is reduced to singing for a living in an Italian café, where she arouses the attention of a handsome maestro who offers to train her, the arrangement to be on strictly business lines. The rigours of that training, a Spartan life, and the rod of iron brandished over her by the adamantine maestro drive the girl to breaking-point, more especially when a growing if unconfessed affection between the two leads to jealousy. The youthful prima donna spreads her wings and flits away, without the maestro's guiding hand, to face a vast audience in New York's Metropolitan Opera House. Her nerve fails her; her inspiration is gone. She falters in the wings, a helpless victim of first-night nerves. A man appears in the prompter's box. It is the maestro. The magic works again, and gloriously, confidently, a lovely Madame Butterfly rises to her greatest triumph. Miss Moore's handling of this scene, her superb rendering of the aria, "One Fine Day," her tender, tremulous recognition of her maestro's devotion and his answering glance, the while the thunderous applause surges round the two, brings the picture to its conclusion without anti-climax or spoken word to mar it.

Mr. Victor Schertzinger's intelligent direction finds plenty of legitimate opportunity for Miss Moore's fine voice. She sings from the balcony of her "professional lodgings," and draws a dozen or more musicians, practising on their various instruments above and below her, into harmony. She sings delightfully in "Rigoletto" and in "Carmen," and the usual trains thunder symbolically across the screen to indicate a prima donna's progress. But the interludes between her vocal activities develop the story with so much humour, observation, and coherency that the tension never slackens. Moreover, Miss Moore reveals herself as a charming comédienne and is brilliantly supported by Mr. Tullio Carminati. Light-hearted in treatment, its entertainment values exploited to the full, there is nevertheless in the texture of this picture a weft of reality (a reminder of the artistic affinity between such musicians as Herr Nikisch and Fräulein Elena Gerhardt, shall we say?) that stirs the imagination and adds to one's enjoyment of the film.



BILL (BOBBY HOWES) AND SALLY (BINNIE HALE) MEET AS VALET AND MAID: A SCENE FROM THE MUSICAL COMEDY, "YES, MADAM?"

"Nell Gwyn," from the British and Dominions studios, falls gaily into line, flaunting as bright a banner as any of her predecessors. This picture should fill the Leicester Square Theatre for many a week to come. It is well up to the scenic and technical standards of any first-class production; it offers lively entertainment; and it presents, in the Charles II. of Sir Cedric Hardwicke, one of the finest individual performances the screen has given us. To the staunch supporter of British films there is matter for rejoicing whenever an English director has been given a full-sized chance and has seized his opportunities with both hands. Mr. Herbert Wilcox, who made "Nell Gwyn," has years of experience to draw upon, since he has been steadily working at his job since the early days of the silent era. If any man may be presumed to know what the public wants, that man must surely be Mr. Wilcox. I would venture to say that, had he not relied so securely on his knowledge of popular demand, he might have given us a really great picture instead of a remarkably good one.

He has not, however, allowed his ambition to vault the fences that define the present limitations of the historical screen play. The scenario he has worked on follows the fashion of grafting a great deal of fiction on a modicum of fact and reducing a whole chapter of history to a handful of romance. The policy appears to me to be short-sighted. There is, I think, a waste of fine dramatic stuff, certainly a loss of light and shade, in this persistent skipping of all sterner issues in screen editions of historic pages. Possibly the kinema will eventually follow in the footsteps of the theatre, and discover stirring matter beyond the confines of the alcove, the tavern, the banquet-hall, and the intrigues behind the throne. But, for the moment, the film producers are still entangled in a glittering pattern of their own devising, and to that pattern Mr. Wilcox has adhered. He is wholly concerned with the conquest of King Charles by sweet, vulgar, noisy Nell of Old Drury and her boisterous defeat of her rival, the Duchess of Portsmouth. Though we traverse quite a number of years, from the first rendezvous in the King's Arms to the death of the royal lover, the passage of time brings no discretion to this Nell, nor any modification of her guttersnipe tactics; yet her unwaning power over the King had more foundation than a pretty face and a pert tongue. True, Mr. Wilcox does suggest the realisation of Nell's vision of a home for disabled warriors, but the sudden plunge into modernity with a superimposed "close-up" of the Chelsea Pensioners of to-day is actually right outside the frame of the picture,



BINNIE HALE AND BOBBY HOWES IN "YES, MADAM?": THE MAID AND THE VALET EXCHANGE A FEW WORDS DURING A DINNER PARTY.

A new musical comedy, "Yes, Madam?" began at the London Hippodrome on September 27, with Binnie Hale and Bobby Howes in the chief parts. The plot, as is not unusual in musical comedies, concerns a will which has strange conditions attached to it; and Binnie Hale and Bobby Howes are amusingly seen in domestic service before they can take advantage of the legacy.

and every inch a king, he shapes his material into a very moving portrait, its caustic quality softened by the tolerance of worldly wisdom. I shall not easily forget the final scene, in which the director's grouping round the death-bed is remarkably impressive, nor the pathetic courtesy of the King who took "an unconscionable time a-dying," nor his last whispered recommendation of "poor Nellie" to his brother's care. Here, too, Miss Anna Neagle suggests in stillness a poise and an emotional power that the earlier phases of the part have denied her. She romps through her rôle with abundant zest; she is lovely to look upon, and when she dances she weaves a spell of enchantment.

Mr. Wilcox's re-creation of Old Drury and Whitehall Palace is solid and picturesque. Sufficiently ambitious, it does not overshadow a story fluently told, but provides it always with an interesting background. The dialogue, from the able pen of Mr. Miles Malleon, borrows a hearty helping of Restoration spice, but it is terse and economical, responding to the spirit of a vivacious and well-balanced picture.

## "ONE NIGHT OF LOVE."

The kinema, with its extraordinary propensity for seeking popularity in cycles, is running "the opera singer's romance" side by side with the "historical play" for all it's worth. In fact, judging by the recent spate of songsters, the operatic stars may end by putting royal noses out of joint.

To the Carlton Theatre has come yet another prima-donna picture, which, in many of its aspects, runs true to



PANSY (VERA PEARCE) AND BILL QUINTON (BOBBY HOWES) AT THE KNUCKLEBONE CLUB: THE SONG CALLED "CZECHOSLOVAKIAN LOVE" FROM "YES, MADAM?"



JEW SÜSS (CONRAD VEIDT) SEES HIMSELF BURNT IN EFFIGY: A SINISTER INCIDENT WHILE HE WAS STILL THE FAVOURED MINISTER OF DUKE KARL ALEXANDER OF WÜRTTEMBERG.

## "JEW SÜSS" SCREENED: A £125,000 BRITISH FILM.

FEUCHTWANGER'S FAMOUS NOVEL IN PICTURE FORM;  
WITH CONRAD VEIDT.



THE DUCHESS MARIE AUGUSTE (BENITA HUME) RECEIVES JEW SÜSS (CONRAD VEIDT) WHILE SHE IS TAKING HER BATH: ONE OF MANY REMARKABLE SCENES OF EIGHTEENTH-CENTURY COURT LIFE IN GERMANY.



THE BEGINNING OF A TRAGEDY: THE LICENTIOUS DUKE KARL ALEXANDER (FRANK VOSPER) INVADERS THE BED-ROOM OF JEW SÜSS'S DAUGHTER, NAOMI (PAMELA OSTRER), WHO IS DRIVEN TO SUICIDE.



THE END OF A TRAGEDY: DUKE KARL ALEXANDER (FRANK VOSPER) KNEELING BESIDE THE BODY OF NAOMI (PAMELA OSTRER) AFTER SHE HAD THROWN HERSELF INTO THE GARDEN.



THE DUKE'S FORMER FAVOURITE IN THE HANDS OF HIS ENEMIES: JEW SÜSS (CONRAD VEIDT) BEING SHUT IN AN IRON CAGE AT THE FOOT OF THE SCAFFOLD ERECTED FOR HIS EXECUTION.



THE EXECUTION OF JEW SÜSS: A GRIM SCENE IN A SNOWSTORM, SHOWING THE PRISONER'S IRON CAGE SLUNG AT THE TOP OF A HIGH SCAFFOLD IN A PUBLIC SQUARE.

The film version of Lion Feuchtwanger's famous novel, "Jew Süß"—a Gaumont-British picture directed by Lothar Mendes—loses nothing of the sensational and spectacular elements provided by the plot. It was arranged that the première performance of the film, at the Tivoli Theatre on October 4, should be in aid of the Lord Mayor's Gresford Colliery Disaster Fund. Prince George consented to be present, while the Acting Lord Mayor, Sir Kynaston Studd, with the City Sheriffs, also agreed to attend. It was stated that the film would be shown simultaneously on the same day in New York and in Toronto—an unprecedented triple presentation. A historical note on the action of the story recalls how Jew Süß gained favour with Duke Karl Alexander of Württemberg and his wife,

becoming successively Court Chamberlain, War Agent, and Keeper of the Privy Purse. "In 1735 he was made Privy Councillor of the Exchequer. . . . A gallant himself, he was able to provide a luxurious background for Alexander's amours in his own house in Frankfort." Tragedy followed, however, when Süß's own daughter was victimised. His downfall was due to the treacherous Duke, who had used him to further his own ambition and eventually abandoned him to his enemies.

# HUGE AIR LINER AND TINY RECORD-BREAKER: THE NEW FOKKER AND A MOTH.



INTERIOR ACCOMMODATION OF THE GIANT DUTCH FOKKER XXXVI: DAY-TIME SEATING ARRANGEMENTS, WHICH ENABLE THE MACHINE, WHEN OPERATING ON EUROPEAN LINES, TO CARRY THIRTY-TWO PASSENGERS IN COMFORTABLE SEATS.

TWO machines of considerable interest arrived at Croydon on September 28. First a little "Puss" Moth which Mr. James Melrose, an Australian pilot twenty years old, had flown from Australia to England in the record time of eight days nine hours. The flight does not rank as an official record—but it beat by thirteen hours the record held by Mr. Mollison. Mr. Melrose flew to England to compete in the forthcoming air race to Melbourne, but he will not fly the "Puss" Moth in the race. The second arrival was the new Royal Dutch air liner, Fokker XXXVI, the fastest four-engined air liner in the world. It, too, was originally entered in the Melbourne race, but the entry was withdrawn and the company will be represented by another machine. The Fokker, powered with four air-cooled engines of 700 h.p. each, has a normal cruising speed of 165 to 170 miles per hour. It is capable of carrying thirty-two passengers on European lines; while on the Amsterdam-Batavia line, where passengers must have roomy accommodation, sixteen people may be carried. In the latter conditions each passenger has

[Continued below.]



THE SAME PART OF THE FOKKER AIR LINER AS THAT SHOWN IN THE ADJOINING PHOTOGRAPH; WITH THE DAY-TIME SEATS CONVERTED INTO SLEEPING BERTHS, ON THE AMSTERDAM-BATAVIA LINE.



ONE OF THE FASTEST AIR LINERS IN THE WORLD, THE FOKKER XXXVI, AND THE "PUSS" MOTH IN WHICH MR. JAMES MELROSE UNOFFICIALLY BEAT THE AUSTRALIA TO ENGLAND RECORD: GIANT AND MIDGET PHOTOGRAPHED TOGETHER AT CROYDON.

[Continued.]

a sleeping berth, which may be folded up and transformed into a comfortable seat during the day. In addition, the machine carries a crew of five, consisting of two pilots, a wireless operator, a mechanic, and a steward. Sleeping accommodation is provided for two members of the crew. The Fokker is an enormous machine—the biggest ever built in Holland. Its span measures about 110 feet, and the wing area is

approximately 1850 square feet. The cockpit, placed in the nose of the fuselage, has a separate entrance on the port side, so that the pilots need not enter or leave by way of the cabin. There are four compartments in the cabin, each offering accommodation for eight or four people. The fuselage is separate from the engines and covered with sound-proof material, so that passengers can converse quite normally.

# THE CALL OF THE WEST.

By Sir ALGERNON ASPINALL, C.M.G., C.B.E., Author of "The Pocket Guide to the West Indies."

CHRISTOPHER COLUMBUS was the first European to hear and to obey the Call of the West, which assuredly is every bit as insistent as that of the East. After he had planted the banner of Ferdinand and Isabella on the dazzling coral

the West Indies; which may seem odd, since Columbus's venerated landfall in the New World is in their group. Bermuda is definitely outside the Tropics, and was never visited by the discoverer.

Those two colonies are, however, appropriately included in Mr. Edward Long's admirable survey in the following pages, for many travellers visit them on their way to or from the Caribbean Sea.

Like Columbus, though for very different reasons, visitors to the West Indies to-day return to those islands again and again, many making them their regular winter quarters. The reason is not far to seek. They are irresistibly attracted by a remarkably equable climate, enchanting scenery of a very varied description, luxuriant tropical vegetation, and sapphire seas and turquoise skies, besides such amenities as bathing from white coral beaches and in limpid pools, fishing, lawn tennis, cricket and golf.



CRUISE SHIPS AT ANCHOR OFF NASSAU, BAHAMAS; WITH GARDENS AND TENNIS COURTS OF THE NEW COLONIAL HOTEL IN THE FOREGROUND.

Photograph by Sands.

shore of San Salvador, and had beaten his way back to Spain in the teeth of the north-east trade wind, he made three further voyages towards the setting sun, adding to his discoveries and to the glory of the Spanish Crown.

For many years after his memorable voyage in 1492, the lands he discovered on the main as well as the islands were called "The West Indies," because he believed that he had succeeded in reaching India by a western route. Except for certain administrative purposes, the name West Indies is now confined to the peerless chain of tropical islands enclosing the Caribbean Sea, the principal British units in which are Jamaica, Trinidad, and Barbados.

The Bahamas are not regarded by their inhabitants as being part and parcel of

In the following pages Mr. Long, who writes with the pen of an experienced traveller, accurately describes the outstanding characteristics of some of the islands most generally visited, and the publication of his informative articles, accompanied



BRIDGETOWN, THE PORT AND CAPITAL OF BARBADOS: A VIEW OF THE ROADS, WITH OCEAN-GOING STEAMERS AT ANCHOR, AND OF THE PICTURESQUE HARBOUR.

by so many beautiful illustrations, in such a widely circulated journal as *The Illustrated London News*, should induce many readers to follow in the wake of Columbus next winter and visit the West Indies and the neighbouring Atlantic islands.

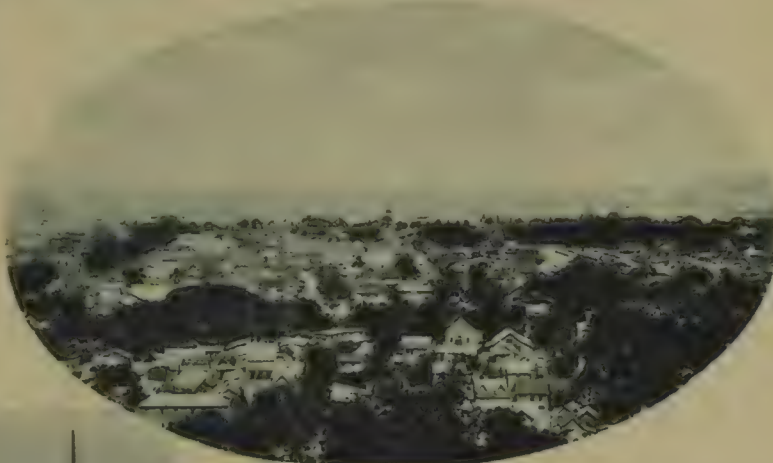
Those who do so will certainly not be disappointed!

In recent years much has been done towards providing for the comfort and entertainment of visitors, and the winter season in Jamaica, Trinidad,



HAMILTON, THE CAPITAL AND CHIEF PORT OF BERMUDA: A VIEW FROM PAGET PARISH, ACROSS THE HARBOUR; SHOWING THE CATHEDRAL (LEFT), AND A TRANSATLANTIC LINER ALONGSIDE THE WHARF.

Photograph by Walter Rutherford.



PORT OF SPAIN, THE CAPITAL OF TRINIDAD: A GENERAL VIEW OF THE CITY, WITH THE ROADS IN THE BACKGROUND, WHERE STEAMERS VISITING THE PORT LIE AT ANCHOR.

and Barbados, as well as in the Bahamas and Bermuda, is now a recognised period of the year when life is at its brightest and best.

It is expected that the coming season will be a particularly brilliant one, for it will be marked by a visit of the Duke of Gloucester to Jamaica, on his return from Australia. Moreover, an M.C.C. cricket team, representative of England, will be touring the islands and British Guiana; and perhaps—who knows?—the cruisers on the America and West Indies station may be reinforced by a section of our larger fleets, as they were last winter!

Let "Westward Ho!" then, be our watchword!



KINGSTON, JAMAICA: KING STREET; SHOWING THE COURTS OF JUSTICE AND OTHER PRINCIPAL PUBLIC BUILDINGS; AND, IN THE DISTANCE, THE BLUE MOUNTAINS.



KINGSTON, THE CAPITAL OF JAMAICA: THE LOVELY GROUNDS OF A PUBLIC BUILDING; ONE OF THE CHIEF THOROUGHFARES; AND (IN THE BACKGROUND) THE WHARF-LINED HARBOUR.—[Photograph by Elliott and Cleary.]

# JAMAICA—THE QUEEN OF THE WEST INDIES.

"ISLE OF SPRINGS" AND LAND OF THE BLUE MOUNTAINS.

## A TOURISTS' PARADISE.

By EDWARD E. LONG, C.B.E., F.R.G.S.

THE first view one usually gains of Jamaica is from the entrance to Kingston Harbour, in itself a magnificent sheet of water, and one of the finest harbours in the world. On your right, a picturesque old fort rises from the extremity of a long sand-spit, which, known as the Palisadoes, juts seawards from the mainland for a great distance—a secure breakwater. On your left are high, grass-clad hills, with easy slopes; before you, a wide-stretching sheet of clear blue water forms a striking colour foreground for the low-lying ground shorewards, amongst the vivid green of which the white buildings of Kingston reflect the strong light; whilst beyond, the emerald plain slopes upwards until it meets low ridges of tree-covered hills, the spurs of magnificent mountains, which rise sharply behind, their rugged sides tinted a delicate blue, their peaks kissed by the clouds.

Ashore, it is not long before you learn why Jamaica is, in very truth, a tourists' paradise. Largest of the British West Indian Isles, it is the most beautiful of them all. It has a variety of scenery which few islands in the world can equal—level, low-lying plains, rich in the vegetation of the Tropics, and of which large stretches teem with tropical produce, such as allspice and oranges, coconuts, cacao, and cassava, sugar-cane, ginger, grape-fruit, limes, and bananas; wide tablelands, where the air is cool and bracing, and the grassy turf gives grazing to large herds of cattle;

Club course; at Constant Spring, near Kingston; on the links of the Liguanea Club; at Knutsford Park, St. Andrew, two miles out of Kingston; at Mandeville; at Montego Bay, at Moneague, and at Robin's Bay. At Knutsford Park, too, there is a circular race-course, with a wonderful scenic setting, where there are big race-meetings during December and January, for very valuable prizes, and polo is played. Jamaica provides fair sport in the way of shooting, with snipe, duck, teal, and pigeon of several varieties; and the fishing is very fine, for there are great fish such as tarpon, snook, jack, and snapper to be caught in sea and river, as well as that game little fish, the mountain mullet, and the calipeva, or the "Jamaica salmon."

Another advantage Jamaica possesses for the tourist is its two spas: one at Milk River, a few miles from the station of Clarendon Park; the other, appropriately, at Bath! Both have thermal mineral springs with very marked curative properties, and those of Milk River are extremely radio-active. The Milk River springs have been known for the past 150 years, and they have been much used by Jamaica residents; recently the Jamaican Government has recommended the expenditure of a large sum of money in order to make the accommodation there as attractive and up to date as possible.

Arrangements generally for the convenience and welfare of tourists in Jamaica are in the charge of the Tourist Bureau, at the office of the Tourist Trade Development Board, in Barry Street, Kingston, and all enquiries, made personally or addressed there, meet with the most careful attention.

Columbus discovered Jamaica, and for a hundred and fifty-odd years the Spanish governed it. Cromwell, at war with Spain, sent Penn and Venables out to capture Jamaica, and they did so eventually, and there was never fighting again on the island.

development Board, in Barry Street, Kingston, and all enquiries, made personally or addressed there, meet with the most careful attention.

hilly, forest-clad tracts where the evergreen foliage of the jungle is splashed with vivid colour—of purple portulaca, the star-apple's golden bronze, pale blue of the lignum vitæ, rosy anatta bloom, yellow of the ebony tree, and the varying tints of festoons of orchids, whilst the sides of the valleys are carpeted with fern; rivers pouring down from the highlands through narrow, rocky ravines, with perilous rapids, then widening out, but still between steeply-sloping, tree- and bush-lined banks, to the sea. A broad range of lofty mountains, mostly with forest and verdure richly clad, where trees valuable for their timber grow—cedar and satinwood, yucca and mahogany, bamboos and the graceful tree-fern flourish—and, on hillside clearings, plantations of red-berried coffee, and the bright-flowered gardens around the picturesque bungalows of the planters, add their quota of colour to the scene; whilst on the heights above you will find the flora of a temperate clime, and a coast of great variety, in some parts flat, and lined with mangrove, or fringed with waving palms; in others wild and rocky, with cliffs, girt with foliage green and bordered with golden sands, washed by a sapphire sea!

One of the great attractions of Jamaica is its climate. Although it is a tropical island, the heat of its low-lying lands is usually tempered by a cooling sea-breeze by day and by a land-breeze at night. The temperature for these districts ranges from 70° to 87°: at the hill resorts, such as Mandeville and Malvern, it is appreciably cooler by day and by night, a climate corresponding to that of an English average summer's day; whilst high up in the mountains it is cold enough for a fire at night. The rainfall, heaviest in the higher parts, is confined principally to two rainy seasons—in May and October—and thus the winter months are ideal for tourists, since there is constant sunshine, the sea-breezes are cooler than at any other time of the year, and the air is less humid and often distinctly bracing.

In the matter of sport, Jamaica is also peculiarly fortunate. It possesses at Bournemouth Baths (near Kingston), Montego Bay, and Port Antonio excellent bathing facilities, with up-to-date appointments for the convenience of bathers; whilst other, smaller, but very good beaches are to be found at Dunn's River and St. Ann's Bay; and at all of these the bathing is safe and the water temperature delightful. There are splendid facilities for yachting at Kingston, the headquarters of the Royal Jamaica Yacht Club, which holds a regatta annually; also for rowing. Tennis is obtainable all over the island (there is a Jamaica Lawn Tennis Association, which organises competitions); whilst golf can be played on the Jamaica Golf

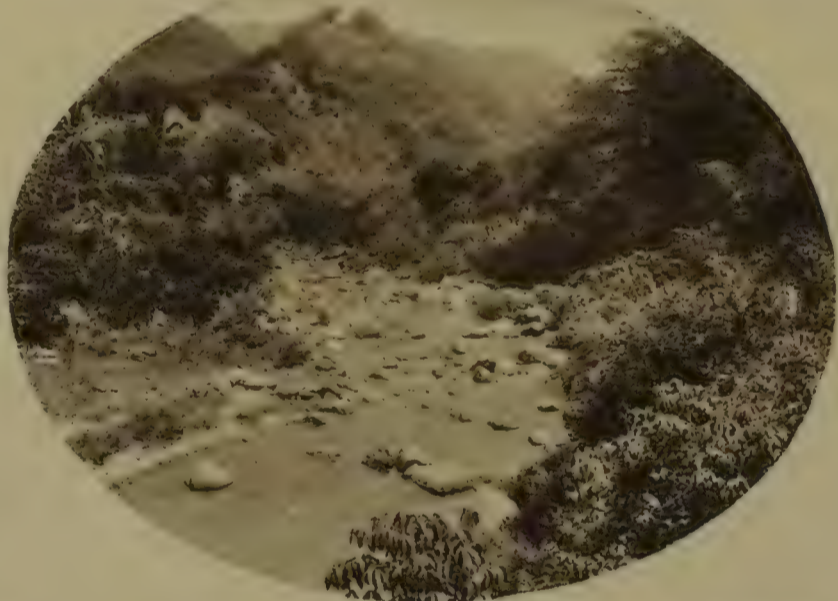


"WHERE THE RIVER MEETS THE SEA": THE MOUTH OF PRIESTMAN'S RIVER, ON THE BEAUTIFUL NORTH COAST OF JAMAICA; WITH LUXURIOUS VEGETATION COMING DOWN TO THE WATER'S EDGE.—[Photograph by Elliott and Cleary.]



BOG WALK, NEAR SPANISH TOWN, THE OLD CAPITAL: A GORGE OF THE RIO COBRE, WHERE THERE IS A WONDERFUL LUXURIANCE OF TROPICAL FOLIAGE.

Photograph by Duberly and Son.



THE VALLEY OF THE WAG WATER: A LOVELY STREAM IN THE GLORIOUS LOWER HILLS OF THE BLUE MOUNTAINS—TO BE REACHED BY CAR FROM KINGSTON.

Photograph by Duberly and Son.



FERN GULLY, NEAR THE NORTH COAST OF JAMAICA: A WINDING GORGE OF EXTRAORDINARY BEAUTY, ITS SIDES COVERED WITH AN AMAZING WEALTH OF FERN.

Photograph by Duberly and Son.

Kingston owes its foundation to the Port Royal disaster. It took Port Royal's place as the leading port, and in 1871 it was made the capital of Jamaica instead of Spanish Town, the Santiago de la Vega of Spanish days. Almost totally destroyed by an earthquake in 1907, Kingston was rebuilt in a modern style, and it is now a fine, up-to-date town, with imposing public and mercantile buildings, wide streets with attractive shops, electric light, and trams, and suburbs remarkable for the beauty of their houses, each with its pleasant garden, gay with flowers. It has a very interesting museum, a public library, and an art gallery, in which figure most of the worthies who helped to bring fame to the West Indies; and it does not lack historic appeal, for in the old Parish Church, Admiral Benbow lies buried.

[Continued overleaf.]

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Kingston is splendidly equipped as a tourist centre. It has very efficient means of transport within its bounds, and from its roads radiate to all parts of the island, even up into and across the lofty Blue Mountains; and it is the terminus of Jamaica's railway system, just as it is the chief port, with frequent steamer sailings not only to Europe, but to other Jamaican ports, to Trinidad, Barbados, and other West Indian islands, to Nassau and Bermuda, and to South and Central American, United States and Canadian ports. It has extremely good facilities for sport—golf, tennis, yachting, and bathing. On the amusement side, it has a commodious theatre, which is visited by touring companies during the winter season, good cinemas and ample provision for dancing, and the social life of the place is a very pleasing one.

Foremost among the many hotels of Kingston is the Myrtle Bank, which stands in a most convenient situation on the waterfront, not far from the piers, where all the ocean liners disembark their passengers, and the principal thoroughfares, and in the midst of spacious grounds extending to the sea, with smooth lawns shaded by stately palms, and where there is a perfectly delightful open-air sea-bather swimming-pool, of which my recollection is an altogether charming one. The Myrtle Bank has its own tennis court, a private landing-stage, a large cool ball-room, with wide verandahs overlooking the lawns, which simply impels one to dance, and a glorious dining-room in the open air, where the meals served include the delicacies of the island (and they are many and rare), and a most pleasing feature of which is the custom of serving heaped-up dishes of the delicious fruit of the country—pineapple, grape-fruit, star-apple, sapodilla, granadilla, custard-apple, loquat, papaw, oranges, and mangoes. The efficiency of its service and the comfort of its rooms, combined with the high standard of its cuisine, have made the Myrtle Bank one of the most popular hotels in the West Indies. Another excellent, luxuriously appointed hotel, a few miles out of Kingston at St. Andrew, and some six hundred feet above sea-level, is Constant Spring, built in an extremely pleasing and very modern style, and with large private grounds which include an eighteen-hole golf course; and near here, also, at Half Way

the run down to the coast is very fine, and then, after delightful glimpses of the sea, you strike inland again, pass the splendid Castleton Botanic Gardens, and drive along a winding road, lined with luxuriant vegetation, and affording

here, and it contains some fine monuments. The way now lies through the beautiful gorge of the Rio Cobre, known as Bog Walk, where the luxuriance of the tropical foliage is amazing, and huge masses of limestone rock add to the fascination of the scene. Commence the ascent of the central range, crowned by Mount Diavolo, the road rising as high as 2000 ft., and you gain a charming view from Mount Rosser of well-wooded hills merging into a great plain. On to Moneague; thence drop down to the sea at Ocho Rios, through Fern Gully—a winding gorge of extraordinary beauty, its sides covered with a wealth of fern of amazing variety, whilst in places a natural arch of trees is formed across the road.

From Ocho Rios the road runs along the coast, around and under forest-clad hills descending to the sandy shore, revealing fascinating glimpses of a sea of ever-changing colour, gently laving emerald-crowned rocks; whilst far out on the coral reefs, great waves lash themselves into a whirl of foam. At one point, a little way inland, a river, dashing down from the hills to the sea, pours—at the Roaring River Falls—some hundred feet or more



PORT ANTONIO, ON THE NORTH COAST OF JAMAICA: A LOVELY LITTLE TOWN, SURROUNDED BY SOME OF THE ISLAND'S FINEST COASTAL SCENERY.

*(Photograph by Canadian National Studios.)*

charming views of mountain rivers, back to Kingston.

From Kingston to Port Antonio by the Blue Mountains and Buff Bay road is another charming trip, but not one to be undertaken in a day. Port Antonio is so lovely that you should spend at least a night there—more, if possible—and see some of Jamaica's finest coastal scenery—at the Blue Hole, a lagoon by the sea, which is a marvel of beauty—and to drive by car from Port Antonio to a point some distance inland on the Rio Grande River, and raft, over thrilling rapids and between high banks, jungle-clad, nearly to the sea, is to gain one of the most delightful experiences Jamaica can afford!

A very favoured resort in Jamaica is Montego

Bay, some 112 miles distant from Kingston by railway. An excellent way of getting to it is by car. Leaving Kingston by the road which runs past the historic "Ferry Inn" and the huge old silk cotton tree immortalised in "Tom Cringle's Log," you come to Spanish Town, the old capital, with fine old buildings grouped around a handsome square. Here there is a stately memorial to Admiral Rodney, commemorating his defeat of de Grasse off Dominica in 1782, and near the Square is the Cathedral, of red brick, dating from 1655, and said to be the oldest in any British Colony. Many of the old-time Governors of Jamaica lie buried



THE BLUE HOLE LAGOON: A FAMOUS PLACE OF NATURAL BEAUTY BY THE SEA, TO BE REACHED FROM PORT ANTONIO, ON THE NORTH COAST OF JAMAICA.

*(Photograph by Duberly and Son.)*

over masses of broken rock, in cascades of silver. Right on the shore, at Dunn's River, a tiny mountain torrent tumbles over wide terraces to the golden sand below—fit bath for nymph or naiad!

And so to Montego Bay; and its wonderful bathing—from a beach of gently sloping, silvery coral sand, protected by reefs from rough seas—is some of the finest possible, and the Doctor's Cave Bathing Club affords you the luxury you would obtain at the best of the *plages* in Europe; whilst you can always be sure of the sun shining for your sun-bath after, and the warmth and buoyancy of the water are such that you will not want to leave it. Moreover, Montego Bay has a delightful hotel—the Casablanca—with all modern appointments, in a situation right on the edge of low cliffs, and with pretty grounds that are exceedingly picturesque, and its own tennis court; and at the St. James's Country Club you can get more tennis and golf, whilst the social life of the place is bright and interesting.

The town nestles amid palms, in a cove of a wide bay, where, on the quaint little Bogue Islands, oysters grow on the stems of trees and there is a small lock-up into which coloured people were put if they were found out of doors after 9 p.m. in the bad old slave days. Nelson used to visit Montego Bay; and in the hills beyond is the Cockpit Country, where there are stalactitic caves in which Arawaks lived, and where the Maroons made their last stand. It is possible to motor through part of it, and a finishing touch to your Jamaica tour would be to do so, and to motor on through the hill country to Mandeville, and then on to Kingston, noting by the way the happy coloured people, who form the bulk of the population of well-governed and prosperous Jamaica.



ROARING RIVER FALLS, NEAR OCHO RIOS ON THE NORTH COAST: CASCADES OF SILVER IN A SETTING OF MOSS AND FERN AND PALM.—*(Photograph by Duberly and Son.)*

Tree, is Reka Dom, a fine, large private hotel, likewise standing in its own charming grounds, and with very comfortable accommodation. Both of these hotels are extremely convenient for the residential part of Kingston; they are near to King's House, the residence of the Governor of Jamaica; to the beautiful Hope Botanic Gardens, and to the Knutsford Park Racecourse and the Liguanea Club (for golf and tennis); and they afford good views of the Blue Mountains, from which there is always a cooling air. And then, in Kingston, in a very central situation, the Grenville Hotel, with all modern conveniences and quite moderate charges, is an exceedingly comfortable abode.

A Government railway traverses the island, but travel by road is possible almost everywhere; the roads generally are in good motoring condition, and, although they have to negotiate a great deal of hilly country, their gradients are easy. Thus the finest scenery of the island can be seen by car, and there are several excellent garages in Kingston, with good touring cars for hire, and where all arrangements can be made for short or long-distance journeys.

A most charming all-day excursion from Kingston is to go by car across the Blue Mountains, down the Buff River Valley to Buff Bay, on along the coast to Annotto Bay, returning by way of the beautiful Wag Water Valley. Soon after leaving Kingston you mount steadily, until at Hardwar Gap you touch a height of 4000 ft., and the scenery amongst the mountains is magnificent. From here,



MONTEGO BAY, ONE OF THE MOST POPULAR AND DELIGHTFUL OF JAMAICAN RESORTS; WITH THE BOGUE ISLANDS IN THE MIDDLE DISTANCE, AND THE WILD AND HILLY COCKPIT COUNTRY BEHIND.—*(Photograph by Elliott and Cleary.)*

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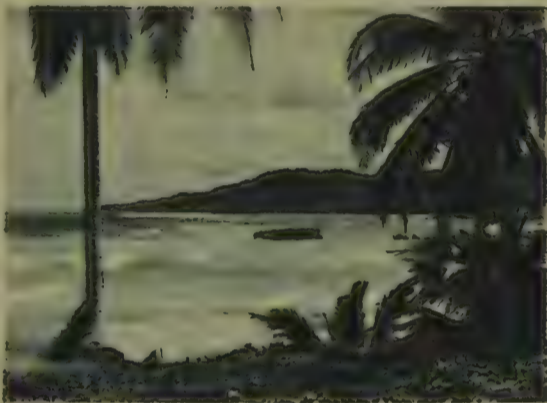
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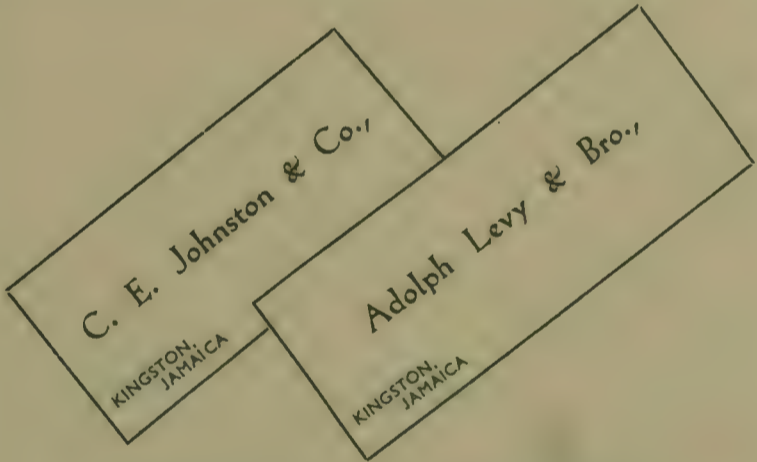
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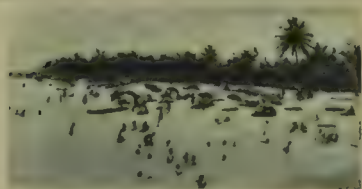
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FOR NORTH AMERICAN VISITORS

## COMMERCE AND INDUSTRY IN JAMAICA.

JAMAICA rose to commercial fame on rum and sugar. From its early days as a British Colony sugar had been its staple product, together with the rum distilled from its fermented products; but in the 'seventies and 'eighties of the nineteenth century various experiments were made in Jamaica in banana-growing, and it was found that the soil and climate of the low-lying lands were peculiarly suitable for the banana, with the result that the Boston Fruit Company of America, which later became the United Fruit Company, commenced to plant bananas largely, and by the end of the century the banana industry had supplanted sugar as Jamaica's staple. In 1901, Sir Alfred Jones formed a company, which was subsidised by the Imperial and Jamaican Governments, for the transportation of bananas to this country, by special, fast steamers, which was successful, and gave a further fillip to the trade; but later there came amalgamation with the American interests, and for many years the United Fruit Company held a monopoly of the Jamaica banana trade.

Alarmed by the low prices they were receiving, the growers, largely coloured small-holders, at length took steps to protect their interests, and in 1929 the Jamaica Banana Producers' Association, aided by a subsidy from the Jamaican Government, came into existence, with its own steamers for shipping bananas to this country—the Jamaica Direct Fruit Line, and had its own marketing company in London; and the signal success it has achieved in obtaining fair prices for the banana-growers has proved of immense benefit to the banana industry generally, and to the economic condition of Jamaica in particular. Banana exports from Jamaica rose from 17,000,000 stems—i.e., bunches—in 1928, to the high figure of 24,803,762 stems, value £2,309,000, in 1930, representing a good deal more than half Jamaica's total export trade; and, though the inroads of Panama disease, floods, and destructive hurricanes more than halved this figure last year, such is the recuperative power of the industry that it is believed the production for the present year will total 15,000,000 stems, and it is hoped that normal conditions will have been entirely regained, and possibly improved, by the end of 1934.

The sugar industry, after a long period of severe depression, is now showing signs of marked improvement, in spite of the damage caused by mosaic disease. This is



A PLANTATION OF BANANAS JUST BEGINNING TO FRUIT: THE INDUSTRY WHICH HAS SUPPLANTED SUGAR AND RUM AS THE STAPLE INDUSTRY OF JAMAICA.

Photograph by Elliott and Cleary.

due almost entirely to the recent policy of Imperial Preference, which has made it possible for growers to produce sugar at a profit. Evidence of returning prosperity is shown by the increase in acreage and a considerable expenditure upon up-to-date machinery. The exports of sugar, which in 1932 were 38,488 tons, valued at £342,909, rose in 1933 to 45,270 tons, valued at £424,295, and the estimated figures for 1934 are 66,000 tons. Storms and hurricanes in 1933 brought about a set-back in the coconut and copra industry. Raw coconuts to the amount of 37,437,559 lb., valued at £117,578, were exported in that year, as against 39,238,811 lb., valued at £131,526, in 1932; but it is anticipated that by the end of the present year normal conditions will have been resumed. Copra exports for 1933 were 4,549,590 lb.

As regards coffee, the famous Blue Mountain coffee of Jamaica is maintaining its high prestige for quality, as shown by the prices obtained, which are the highest in the world; and other coffees, grown in the lowlands, show an increase in output, due to intensive cultivation. Coffee export figures for 1933 were 9,824,230 lb., valued at £218,313. Jamaican coffee may be divided into three groups—Pure Blue Mountain, Blue Mountain Valley, and Manchester and Ordinary, of which the high-class Blue Mountain type comprises only 2½ per cent. of Jamaica's coffee output.

Determined attempts have been made in Jamaica during recent years to put the citrus fruits industry on a sound footing, in view of the spread of Panama disease amongst bananas and mosaic disease in sugar, and the acreage devoted to these has been doubled during the past year, though considerable difficulties have been met in marketing the produce. Oranges, exported almost entirely to Canada and the United States, since heavy freight rates and absence of preference in the United Kingdom at the time when Jamaica's crop is at its peak make it impossible for Jamaican oranges to compete with those grown in Palestine and foreign countries, have risen in exports

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from 35,545 boxes, valued at £17,773 in 1931, to 92,501 boxes, valued at £42,835, in 1933. The grape-fruit exports, which in 1932 were 13,789,370 fruits, valued at £70,848, fell last year to 11,866,259 fruits, valued at £60,645. This was due to storms, high freights, and adverse market prices; nevertheless, the prospects for this branch of



A TYPICAL HARVEST SCENE ON A SUGAR PLANTATION IN JAMAICA; WITH A BELT OF TREES IN THE BACKGROUND TO PROTECT THE SUGAR CANE.  
Photograph by Elliott and Cleary.

the industry are encouraging, as regulations to permit exports of high-class fruit only are being tightened up, the acreage is being increased largely in varieties in demand in Empire markets, and it is hoped that freight difficulties will be overcome, as the fruit is consigned chiefly to the United Kingdom, in the markets of which Jamaica obtains a preference.

Pimento (or all-spice), of which Jamaica is the chief source of the world's supply, and the market for which is chiefly in the United States, France, and Germany, is likely to be seriously affected by the recent trade regulations in Germany, which have closed the doors of that country against it, except for 10 per cent. of the average annual exports. Other Jamaican industries are the manufacture of rum and molasses, essential oils, dye, from dye-woods, and the export of these woods, palm-fibre (jippajappa) hats, and ginger, cocoa, and tobacco-growing; while all the unskilled, and a good deal of the skilled, labour used is coloured.

Jamaica has a population of a million, and a good spending-power, derived from the proceeds of her valuable exports. It is distributed amongst a large number of imports, of which cotton piece-goods head the list, with a total of £152,914; boots and shoes come next, in value £78,189; whilst machinery of various kinds takes third place, with a value of £73,118. Then follow, in order, hardware and ironmongery; motor-cars and parts;

cotton and cotton hosiery; electrical apparatus; cement; beer, ale, and stout; apparel; implements and tools; hats and bonnets; chemicals; butter, and butter substitutes; lard, and lard substitutes; confectionery; blacking and polish; printed books; bicycles and parts; haberdashery and millinery; glass and glassware; china-ware, earthenware, porcelain, and pottery; bags and sacks; cordage and twine; biscuits, bread, and cakes; cutlery; scientific and surgical instruments, indiarubber and gutta-percha manufactures, and jewellery.



AN ORANGE PLANTATION IN JAMAICA—PICKING THE FRUIT: A COMMODITY WHICH THE ISLAND NOW EXPORTS ALMOST EXCLUSIVELY TO CANADA AND THE UNITED STATES.

The total volume of Jamaica's imports for 1933, under the headings quoted, amount to no less than £808,419—an important market. Trade restrictions and fluctuating currencies in non-Empire countries, with stable currencies within the Empire, are likely to increase Jamaica's purchases of Empire goods, and in this connection the fact deserves to be widely known in this country that his Majesty's Trade Commissioner's Office in Jamaica collects and distributes all kinds of commercial intelligence for the benefit of the manufacturing and exporting firms of this country, commercial intelligence not only of Jamaica, but also of the Bahamas and British Honduras.



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ONE is apt to think of Barbados as the island of sugar, and certainly that is its chief product. It was the first of the British West Indian islands to grow it, as far back as the days of the Commonwealth, when Cavalier and Roundhead planters fought with each other; but Barbados bids fair these days to win as great a name for its bathing-beaches as it has won already for its manufacture of sugar.

It is a small island, only twenty-one miles long by fourteen broad, or slightly larger than the Isle of Wight; but its formation is such that, all round its coast, and particularly in the south-west, near to Bridgetown, the capital,

experience is a moonlight bathe, when you sense the full beauty of a tropic night, with star- and moon-shine of a brilliancy unknown in Northern climes.

Bathing is not the only form of sport, however, that Barbados can provide. There are many excellent tennis courts; the Rockley Golf and Country Club has a fine nine-hole course, ideally situated amongst low hills, which is open to visitors

and to which a professional is attached; there is horse-racing on the Garrison Savannah; and splendid sailing can be had. Then there is first-class fishing—for barracuda, kingfish, dolphin, flying-fish, and mullet. As for amusement, Bridgetown has a good cinema, dancing is popular, and the Marine Hotel, by far the largest and the most popular hotel on the island, has a magnificent ball-room, with frequent gala nights, and it is a thoroughly up-to-date, first-class establishment, standing in fifteen acres of beautiful grounds, with its own tennis courts, a nine-hole putting and approach course, and a bowling-green, whilst it has the added advantage of being little more than a stone's throw from the fine bathing-beach at Hastings, beside which in the Esplanade Gardens, on certain evenings, a band plays. The Marine is

the social rendezvous for the island, and one could not wish for a more comfortable caravanserai.

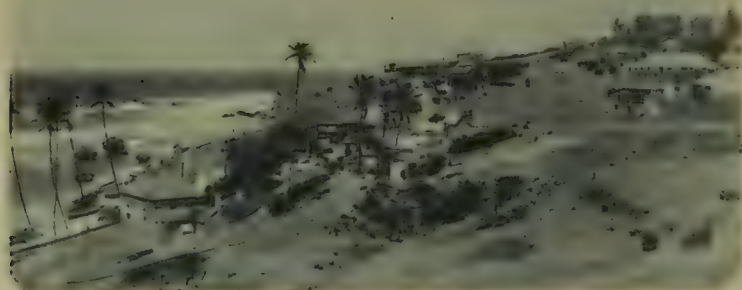
The scenery of Barbados inland is quite attractive, and good roads and a railway to the east coast bring it within easy reach. The greater part of the island is under sugar cultivation, and the sight of the fields of waving sugar-cane, with the feathery, cream-coloured plumes of the bloom,

## THE BATHING BEACHES OF BARBADOS.

soft-contoured, verdure-clad hills, with sharp spurs in places and deep gullies between, covered thickly with vegetation; and from Mount Hillaby, which tops 1100 ft., a rugged ridge runs seawards to the coast at Bathsheba. This is the wildest and most romantic part of Barbados: about here you will find the poor white descendants of the Highlanders who were shipped to the island after the '45, and it has a strong fascination for one, because it retains a good deal of its primeval character.

England has a very clean record regarding Barbados' settlement. The island was uninhabited when the crew of the *Olive Blossom* took possession of it in 1605, and it was still without inhabitants when it was settled by Englishmen in 1627. Thus no one was dispossessed in Barbados, and the island has had a peaceful record under the British flag ever since it was first hoisted!

Bridgetown is a quaint old town, attractively built at



BATHSHEBA: A SURF-BATHING RESORT ON THE NORTH-EAST COAST OF BARBADOS—A PICTURESQUE VIEW OF THE LONG ROLLERS BREAKING.

there are beaches of fine white and yellow sand, gently sloping to the sea, where you can bathe in absolute safety, in water that is nearly always smooth, very clear, and so agreeable as to temperature that, whilst it is ever refreshing, it is sufficiently warm to enable you to spend hours in it without the slightest risk of a chill; and when you have had enough, you can lie out in the warmth of the sun, with an invigorating breeze to bring out all the tonic properties of the salt sea-water and to put you into the pink of condition!

Barbados is the most easterly of all the West Indian islands, and hence it receives the full benefit of the fine north-east trade-wind which blows steadily throughout the winter months and enables life in the island to be lived in the open air to the full. This has made it the health resort of the West Indies, to which people from neighbouring islands go for health and recreation, many also from Canada and the United States; and, seeing that Barbados is the nearest of the islands to this country—being but ten days distant by fast steamer—there is every reason why it should become very popular here as a winter bathing resort; one to be relied upon for warmth and sunshine; for the climate during the winter months is pleasantly, but never excessively, hot during the day, and it is delightfully cool at night; whilst the amount of rain which falls is so small, and is so readily absorbed, owing to the porous nature of the soil, that the air remains dry and bracing, and malaria is unknown on the island.

There are really splendid bathing facilities at the Aquatic Club, a short distance from Bridgetown, which is fitted up for the comfort and convenience of bathers in a style which is the equal of that of some of the best of the bathing clubs of seaside resorts in this country; and it has an attraction which few bathing clubs in Europe



THE MARINE HOTEL, NEAR BRIDGETOWN, BARBADOS: THE LARGEST HOTEL OF THE ISLAND AND A MOST POPULAR RESORT FOR VISITORS.



BRIDGETOWN SEEN FROM THE AIR: THE CAPITAL OF BARBADOS; SHOWING THE PORT IN THE DISTANCE, ACROSS CARLISLE BAY; AND (LEFT FOREGROUND) THE BATHING-BEACH AND PIER OF THE AQUATIC CLUB.

is a very pleasant one. Here and there are patches of sea-island cotton; whilst clumps of casuarina, groves of palms, and scattered trees of the very dark-green mahogany stand out like oases amongst the wide stretches of cultivated land. An occasional windmill of some sugar estate, showing up boldly against the sky-line, gives a peculiarly English touch to the scene. Great houses of sugar-planters—some date from Jacobean times—might be those of a Kentish farmer, and there are

out-buildings about them to strengthen the illusion; but the little homesteads of the negro workers, with a vegetable and cassava patch beside them, perhaps a little fruit orchard near by, and many happy little dark-skinned urchins about, cannot be mistaken; they denote Barbados—and happiness!

Nearing the island's centre are

the foot of low hills and on the shore of Carlisle Bay, which provides a safe anchorage for large ships. It has a small harbour, known as the Careenage, used by sailing-craft, and here you will see some of the most picturesque wind-jammers still sailing the Seven Seas—great Nova Scotian and Newfoundland schooners, bringing down salt cod and taking away molasses; trim vessels with an inter-island trade; ships up from Venezuelan, Colombian, and Panamanian ports; and fishing-boats of all shapes and sizes; and Nelson looks down on this nautical medley from his statue in Trafalgar Square hard by—the second statue of him to be erected in the Empire, in the year 1813—with approbation, I am sure, for 'tis his element!

Quaint old houses and narrow streets, with some quite good shops, however, characterise Bridgetown and make it a very interesting spot; and it has a fine cathedral and imposing public buildings.

It has a club, named after it, where one gets one of the finest lunches in the whole of the West Indies, the local delicacies being served to perfection; and it has charming homes, set amidst delightful gardens, ablaze with hibiscus, frangipani, and many-coloured bougainvillea, and shaded with the casuarina and the graceful palm; and when you come to know their occupants, you are sure to carry away with you as lively a sense of Barbadian hospitality as you will of its many charms in other directions.



INLAND SCENERY OF BARBADOS: A CHARMING SCENE OF RURAL PEACE IN THE RIVER DISTRICT OF ST. ANDREW.

possess—that of a pier of its own, to which bathers can swim, land, and indulge in a cocktail; and there, too, one can dance every afternoon or evening, or see the latest film! For those who like a picnic bathing-party, there are many quiet spots along the coast where the scenery is delightful, and it is but a thirteen-mile drive by car out to The Crane, or to Bathsheba, on the eastern coast, where the long rollers break in creamy foam on the shore, the surf-bathing is most enjoyable, and the cliffs are very fine. Another pleasurable



COUNTRY LIFE IN BARBADOS, THE "SUGAR ISLAND": A TYPICAL LANDSCAPE, WITH A FINE MOTOR ROAD, A SUGAR PLANTATION (CENTRE), AND A QUIANT NEGRO HOMESTEAD.

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## TRINIDAD — AND ITS TROPIC CHARMS.

THERE can be no approach to a port more magnificent than that to Port of Spain, the capital of the island of Trinidad. You pass giant rocks, the openings between which were termed "Bocas del Dragón"—or the "Dragon's Mouths"—by Columbus, when he sighted them first. They are huge, conically-shaped masses of limestone, covered, almost from the water's edge, with dense vegetation, the tints of green reflected on the sea below and contrasting with the waters beyond. Four of these great sentinels there are, forming four channels for navigation, and if your vessel should pass through the first Boca between Monos and the promontory of the mainland, the passage is so narrow that the wooded heights seem to be closing in upon you, and your thrill is heightened at the sight of a small, barren rock between the islet and the mainland, which makes the passage still narrower, and against which the waves ever lash themselves into foam.

Once you are through, the scenery loses nothing of its grandeur, for shorewards, high hills slope gradually to the sea, carpeted in green, and above them rise yet higher hills,

short drive, through some delightful hill scenery, is to the Maraval Reservoirs, over a thickly wooded ridge known as the Saddle, through a defile, to the cacao plantations of Santa Cruz, where you see numbers of delightful little country homes. Other short runs are to the Blue Basin, in the Diego Martin Valley, where there is a lovely little waterfall, which streams down the hillside between the green foliage and plunges into a pool of water that is tinted blue; and to St. Joseph, once the capital of the island, and which was plundered by Sir Walter Raleigh in 1595. At St. Augustine, near by, is the Imperial College of Tropical Agriculture, which trains students from every part of the Empire, and from some foreign countries, in tropical agriculture. Visitors are welcomed, and they are sure of an exceedingly interesting time.

A charming whole-day excursion is to the beautiful Maracas Fall, the finest in the island, in the Maracas Valley, amongst the mountains of the north. The way to it lies through plantations of cacao, one of Trinidad's leading industries; and, if you are lucky enough to strike the harvest season, you will be thrilled at the sight of the long crimson, purple and yellow pods amidst the dark-green leaves of the trees. The Fall descends from a height of 430 ft., from a solid wall of rock, amid vegetation of varied colour, and the effect is very striking; there are several fine bathing-pools for those who may wish to take a dip, one directly beneath the Fall itself. If you go on from here to Morne Bleu, reached by a road which winds upwards along the lovely Arima Valley, sometimes ablaze with the vivid bloom of the "Bois Immortel," there, at a height

### A MESSAGE FROM THE GOVERNOR OF TRINIDAD, SIR ALFRED CLAUD HOLLIS, K.C.M.G., C.B.E.

It gives me great pleasure to write a short message for inclusion in the West Indies and Bermuda Supplement of "The Illustrated London News." "The Illustrated London News" has such a wide circulation, and appeals to so many classes of the British public, that a Supplement of this nature cannot fail to call attention to the Colonies it describes. Trinidad possesses a fertile soil, an even climate, and great agricultural, mineral, and forest resources, which, combined with natural beauty, make one of the richest and most attractive of tropical islands. It also has a good railway system and a network of first-class roads, and the tourist is thus able to visit any part of the Colony in comfort. Tobago is not less beautiful than Trinidad, and excellent bathing provides an additional attraction. A good service of coastal steamers, which ply between Trinidad and Tobago, renders a visit to Robinson Crusoe's Island an easy matter.

(Sgd.) A. C. HOLLIS (Governor).

St. Joseph, and then strike southwards, thus avoiding the great Caroni Swamp, and make for San Fernando,



TRINIDAD'S FAMOUS PITCH LAKE, THREE MILES IN CIRCUMFERENCE AND OF UNKNOWN DEPTH: A LAKE OF CRUDE ASPHALT AT LA BREA, ON THE WEST COAST; WITH THE REFINING WORKS IN THE BACKGROUND.

these being topped by ridge after ridge of mountains, shaded by distance a delicate blue; and scattered about the clear, azure waters over which you speed are numbers of islands, large and small, some so tiny that you would scarcely see them were it not for the mantle of emerald in which all are clad. Many, even the tiniest, have red-roofed bungalows peeping out from between the branches of tall trees—wonderful week-end homes for the sport and fresh-air-loving folk of Trinidad; and, as you near the mainland, now growing flatter and revealing a sandy shore, beyond this you see Port of Spain, lying on a wide plain, at the foot of lofty mountains.

It is a fine city. It was the capital of the colony in the old days of Spanish rule, and when you land by tender from your ship—though Port of Spain will soon have a harbour—you pass the Harbour-master's office, built on the site of the old fort of St. Andrew, from which Chacon, the Spanish Governor of Trinidad in 1797, tried in vain to check the landing of the British force which speedily occupied the island. Port of Spain to-day has a population of over 60,000, extremely cosmopolitan, and very interesting on that account, for you will see French, Germans, Spanish, and English amongst the European element, West Indian Negroes, Chinese, and Indians, Moslem and Hindu, from India, amongst its very mixed coloured community; and it is clean and well built, with large public buildings, wide thoroughfares, an electric lighting and tramway system—the latter gives very cheap transport—a good water-supply, and up-to-date sanitation.

Fine, well-shaded roads, with handsome residences, skirt the great Savannah which lies on the northern outskirts of the town, known as Queen's Park, and which is used as a sports and recreation ground. In a splendid situation here, facing the high mountains across the Park, and from which comes a deliciously cool air, is the Queen's Park Hotel, the leading hotel in Trinidad, and with a spacious verandah lounge which is the most pleasant rendezvous in Port of Spain. There you can make arrangements to see whatever you want to see in the island, by car or by rail—and the former is preferable, since Trinidad has splendid roads—and to obtain whatever you need in the shape of sport, whether it be golf, or tennis, fishing—and fine fishing there is, for tarpon and king-fish—boating, or bathing. As for the last-named, you have your choice of excellent bathing at Macquerie Bay, on the north coast; at Point Baleine, on the picturesque island of Gaspere; and at several other charming spots.

Trinidad is essentially a tropical island, with some of the finest scenery to be seen in the Tropics. Much of this lies within easy distance of Port of Spain, and can be seen in the course of a motor-drive of a few hours. A very enjoyable drive is along the coast to Carenage, out to Macquerie Bay, on the return journey taking in Chaguaramas Bay, in which the Spanish Admiral Apodaca scuttled his fleet in 1797; rather than surrender it to the British; and another



THE BEAUTIFUL ENTRANCE TO THE GULF OF PARIA AND PORT OF SPAIN, BETWEEN THE GIANT ROCKS CALLED "THE BOCAS": A VIEW FROM GASPAREE ISLAND.—[Photograph by Pereira.]

of 2000 ft., you will come out on to a ridge from which there are magnificent views of the north coast, and, if the day is a clear one, you will see across to Tobago, the isle of Robinson Crusoe, and one with a stirring history and of great scenic charm.

A longer drive, but one well worth the while, is to the high rock-bound north-east coast at Toco and Galera Point, where the long Atlantic rollers break on the beach with a noise of thunder on a stormy day. The coast-line is fantastically wild, and there are wonderful little inlets, of exquisite charm. Proceeding along the East Coast road, you come to a marvellous stretch of golden sand, fringed with lofty coconut palms, and the scene, with the long line of white surf and the blue sea beyond, is unforgettable. Apart from cocoa, sugar and petroleum are Trinidad's two chief products, and to see the lands on which the former is grown, you motor westwards from Port of Spain, along to

THE APPROACH TO PORT OF SPAIN, TRINIDAD: TWO OF THE NUMBER OF PICTURESQUE LITTLE ISLANDS, WOODED AND COVERED WITH BUNGALOWS.

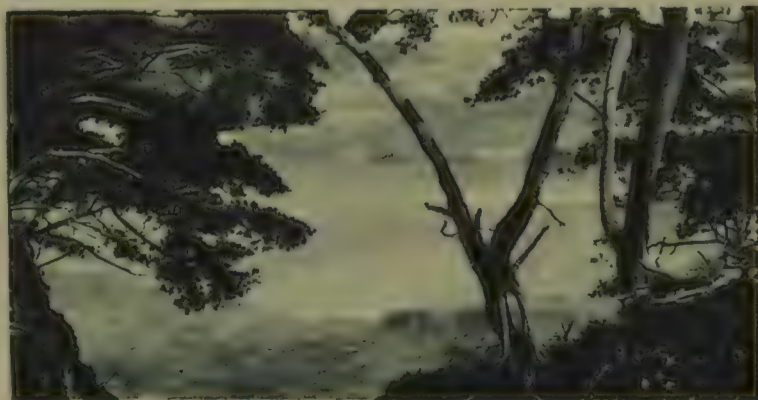
the second largest town in the island, and one with a situation exceedingly picturesque. You will pass the Caroni Sugar Estates, and there, and at the Usine St. Madeleine, may see what fine cane



THE IMPERIAL COLLEGE OF TROPICAL AGRICULTURE AT ST. AUGUSTINE, NEAR PORT OF SPAIN: A GENERAL VIEW OF THE FAMOUS INSTITUTION.

Trinidad can produce, and with a suitable introduction you will find it possible to spend an interesting hour or so in a sugar factory. At Tortuga, in the district of Montserrat, in the small Church of Notre Dame de Montserrat, there is a curious wooden figure of the Madonna and Child which is termed the "Black Virgin," on account of the black colour of the face and hands of the image.

Some of the principal Trinidad oil-fields lie south and east of San Fernando, in particular those of the Trinidad Leaseholds, the pipe-line of which runs out to the coast at Point-à-Pierre, where the oil is refined. It is an extraordinary sight, that of the derricks and other paraphernalia of an oil-field in the midst of a tropical forest of luxuriant growth, and it is surprising what small disfigurement it creates. Just along by the coast, east of Fyzabad, at La Brea, lies the wonderful pitch lake of Trinidad. It is three miles round and of a depth that has never been ascertained. The company that leases it is always digging out the crude asphalt of which it is composed, but the cavity made one day is filled up the next. Sir Walter Raleigh used some of the pitch to caulk the seams of his ship when he was off the coast of Trinidad, and described it as "most excellent, that melteth not with the sun, like the pitch of Norway," and it remains one of the world's marvels, and should not be missed by any visitor to Trinidad. On the way back to Port of Spain, a road can be taken which passes through one of the many attractive little settlements formed by the Indian inhabitants of this prosperous and pleasing Colony, and which add in no small degree to the charm it exercises upon all who pay it a visit.



THE WILD AND ROCK-BOUND NORTH-EAST COAST OF TRINIDAD: ATLANTIC ROLLERS BREAKING ON A STORMY DAY AT TOCO.

[Photograph by Pereira.]

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## THE BEAUTIFUL ISLES OF BERMUDA. RINGED ROUND WITH REEFS—IN A COBALT SEA.

WHEN, in the year 1609, Sir John Somers was wrecked on one of the isles in the Atlantic discovered by Juan Bermudez in the early sixteenth century, and named after him the Bermudas, he was the means of bringing



ELBOW BEACH, BERMUDA, WHERE WONDERFUL SURF-BATHING AND PLEASANT SUN-BATHING MAY BE ENJOYED: HOLIDAY-MAKERS IN THE SEA AND ON THE SHORE.

Photograph by Walter Rutherford.

into the British Empire not only its first British Colony, but a group of islands which, for beauty of a type all too rare, it is difficult to find an equal. They lie outside of the Tropics, and less than 600 miles due east of Cape Hatteras, in North Carolina; but the influence of the Gulf Stream is so genial that the cold winds of winter are greatly tempered, and the climate is rendered delightful. Long coral reefs, on which magnificent marine gardens of vivid colouring rest, and where brightly-marked fishes disport, enclose the shores of the islands, which are fringed with sand, here of white, there of pinkish tint, and break the force of the ocean waves, so that bathing, on a gently-shelving beach, in smooth, warm, and very clear water, is thoroughly safe and extremely enjoyable.

The islands are strung together and connected by means of bridges and causeways, and they are so fantastic, and curve round so oddly, that they form inland seas, romantically dotted here and there with tiny isles, some masses of

almost bare white and brown rock, others covered so thickly with turf and trees as to form gems of emerald, in a setting of cobalt-blue waters. Here are ideal cruising-grounds for yachts large and small, for safe anchorage can be found in many a spot, the water is hardly ever too rough for a comfortable sail, and there are quaint little coves, with a good landing-beach, where you may picnic in seclusion, and amidst scenery that is enchanting. And here, and in the sea outside, is to be had some of the finest fishing in the world. The fishes of Bermuda number over 400 species, and they include specimens of the quaintest shape and the most brilliant hues.

The north coast is rather low, but it is fringed with the graceful, feathery tamarisk; the south has high cliffs, crowned with luxuriant vegetation, and a good coastal road enables one to gain charming views. Inland, the scenery is equally attractive, for the landscape is undulating, with narrow valleys, their sides carpeted with ferns and wild flowers, between little, tree-clad hills, and now and again there is a charming vista of the gleaming sea. Vegetation is perennial, and the islands are always mantled in green, of verdure, shrub, and tree, the sombre tint of the prolific juniper, the "Bermuda Cedar," contrasting strongly with the lighter shades of green, and flowering plants and shrubs in profusion brighten the aspect of the countryside. Houses, built of coralline limestone, of dazzling white, stand out in bold relief amongst the dense foliage of the trees, and their gardens are ablaze with roses, violets, heliotrope, geraniums, wistaria, verbena, and with passion-flower, bougainvillea, ponciana, magnolia, and frangipani. You drive—for motor-cars are not allowed in this haven of rest—along roads lined with royal palms, tamarinds, the casuarina, and the araucaria, and in places leafy avenues form arches overhead.

Hamilton, on Main Island, built on sloping ground overlooking the splendid harbour, has a cathedral, and imposing public buildings, Government House, and a number of fine and up-to-date hotels, a theatre, handsome public gardens, good shops, and well-kept roads, and has been the capital and seat of Government since 1815; though St. George's, on the island of that name, a very picturesque old

town, with quaint houses and rambling lanes, strung out on the hillside, and which was founded in the year 1612, was the former capital. It has a memorial of the Colony's founder, Sir George Somers, and charming public gardens named after him, and an old church, St. Peter's, built in 1713, on the site of a former one dating from 1612, which has a very valuable set of Communion plate, dated 1684, the gift of William III. One of the fine old houses of Bermuda, Walsingham House, now a wayside hostelry, is said to have been the house in which Tom Moore resided during his short stay in Bermuda.

Apart from its splendid facilities for bathing, fishing, and sailing, Bermuda has numbers of well-kept tennis courts, and the islands are a golfer's paradise, for they possess no fewer than four eighteen-hole and five nine-hole courses, among them the famous Mid-Ocean course, in a park which is several acres in extent, with magnificent scenery and ocean views. And then there is a very useful little light railway, which enables visitors to reach almost all the view-points and places of historical interest, including the wonderful stalactitic and stalagmitic caves; and the Government Aquarium, at Flatt's Village, one of the finest in the world. All information regarding accommodation in Bermuda can be obtained from the Bermuda Trade Development Board, in Parliament Street, Hamilton, which maintains a very efficient organisation for dealing with tourism.



SOMERSET, BERMUDA: A PICTURESQUE SPOT ON ONE OF THE GROUP OF ISLANDS; WITH WHITE-WALLED, WHITE-ROOFED HOUSES OF LIMESTONE.

Photograph by Walter Rutherford.



*The Isles that  
teem with a  
thousand Holiday  
Interests...*



COME to these glorious coral isles of Bermuda, and find radiant health in a veritable Arcadia of magic beauty, abounding interest and glorious sunshine! Where there is an unforgettable thrill at every turn—where there are magic crystal caves, glittering jewel-like coral reefs, blue lagoons where the pirates of old found haven, and colour and romance everywhere. Where golf, tennis and sailing are ideal, where walking, riding or driving are a joy, where you can catch fish in extraordinary variety, and where bathing in the crystal waters is sheer delight! All these, and countless other pleasures await you in these flower-decked islets of the broad Atlantic—in an atmosphere of genial old-world hospitality and comfort which are a proud tradition in Bermuda.

For full particulars write to The Pacific Steam Navigation Co., Goree, Water St., Liverpool; Elders and Wyffes Ltd. 32, Bow St., W.C.2.; Furness Withy and Co., Ltd., Furness House, Leadenhall St., E.C.3.; or The Bermuda Trade Development Board, 329, High Holborn, London, W.C.1.

## THE BAHAMAS—AND NASSAU.

STRUNG out between Cuba and the coast of Florida, and stretching over a distance of nearly 800 miles, lie the coral-girt isles of the Bahamas. They are low-lying and mostly flat, and they have a luxuriant vegetation, fine scenery, and a climate which is at its best during the winter months, when the mean temperature is about 70°, little rain falls, cool winds blow steadily, the skies are clear, and the days bright and sunny.

Combined with their great attractions of scenery and climate, the Bahamas have a great historical and romantic charm. Watling Island was the first land of the New World to be sighted by Columbus; Ponce de Leon journeyed amongst the islands in search of the miraculous "Fountain of Youth," and Eleuthera and New Providence were settled by the company of Eleutherian adventurers formed in London in the reign of Charles I. Later came pirates and buccaneers to ravage the new settlements, chief among whom was the notorious "Blackbeard," and



PARADISE BEACH, NASSAU: A VERY POPULAR BATHING BEACH, WHERE THE SHORE IS OF FINE CORAL SAND AND THE WATER CRYSTAL CLEAR.

*Photograph by Sands.*

many and stirring are the tales that are told of fights with the pirates and the hangings that followed their capture. There was warring, too, with the French and the Spaniards, and there was frequent conflict between the Government and the settlers—until, in 1718, a strong Royal Governor was sent out to restore law and order, one Captain Woodes Rogers, who accepted the surrender of two hundred pirates and hanged the rest! According to tradition, many are the out-of-the-way spots on several of the islands where buried treasure, the proceeds of old-time pirate loot, lies hidden, and many are the attempts that have been made to locate some of it!

In a favoured situation on the north side of New Providence Island, with a large and well-sheltered harbour, formed by the Hog Island reef, Nassau, the capital of the Bahamas, which takes its name from King William III., is the tourist centre for the islands. From here you can explore them all, if you wish, in a yacht, sailing with light winds over calm seas, and with safe anchorage in scores of places; and you can obtain excellent fishing—with tarpon, king-fish, amber-jack, barracuda, all good fish to test the skill of an angler, and there are many of the smaller varieties which yield splendid sport. Quaint are the scenes you will come across in remote parts on some of the islands, reminiscent of pioneering days, and, if you like it, you will find plenty of sport with the gun in the shape of pigeon, duck, snipe, quail, and partridge.

Nassau itself is a beautiful spot. It is built on a rocky ridge which runs parallel with the sea, with picturesque old forts guarding its approach from either side. Houses of coralline limestone, their whiteness almost dazzling in the brilliant sunshine, show up vividly amongst the masses of foliage in which they are embowered, and in the gardens there is a riot of colour—of poinsettia and bougainvillea, of hibiscus, oleander, roses and jasmine. Clean, well-kept streets, where quaint old buildings stand, not far from palatial modern hotels, and imposing public buildings, add to the charming appearance of the town; and another pleasing touch is that of the long line of wharves by the water-front, where lie the trading schooners and fishing smacks and the graceful vessels of the sponge fleet. Avenues of magnificent royal palms lead to beaches of pink-and-white coral sand, where the water that laves the shore is iridescent and of ever-changing hue; and not far out are marine gardens, where the colouring of coral, fish, plants, and strange creatures of the sea is bewildering to the eye, whilst their movement is fascinating in the extreme.

There is much to see in Nassau: the reputed watch-tower of the famous "Blackbeard," the king of pirates, and "Blackbeard's Well," Fort Nassau, dating from 1697; Fort Charlotte and Fort Montagu; and from the Water Tower above Fort Fincastle, on Bennet's Hill, you obtain a fine panoramic view of the town. There is a silk cotton tree behind the Post Office famous for its quaint appearance and its reputed age of 200 years. The sponge market is of exceptional interest, and good motor-roads lead from Nassau to pine forests in the centre of the island, amongst the Blue Hills, and the Mermaid's Pool, and another good run is to South-West Bay and the Old Fort. The hotels of Nassau are proverbial for the excellence of their accommodation. Many of them have delightful grounds, with their own tennis courts and bathing beaches; and there are smaller ones, and *pensions*, and very comfortable little furnished bungalows which can be hired at rates that are reasonable; whilst the very efficient Nassau Development Board gives advice and assistance to visitors on all points. Nassau's bathing beaches are in every way ideal, fine tennis-courts are always available, and there is an eighteen-hole golf-course at the Bahamas Country Club, and a nine-hole one at Fort Charlotte; whilst sailing, boating, and fishing, under excellent conditions, with a winter climate that is perfection, combine to render a holiday in Nassau one ever to be remembered.



A STRETCH OF COAST-LINE NEAR NASSAU, BAHAMAS: A PEACEFUL SPOT AND AN IDEAL ONE FOR A BATHING PICNIC.

*Photograph by Sands.*

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## WINTER SUNSHINE TRACKS—TO THE WEST INDIES, THE BAHAMAS, AND BERMUDA.

IT is quite an easy matter to get to the West Indies, the Bahamas, and Bermuda. There are frequent sailings of the steamers of various British lines from different ports in this country, and several foreign lines have vessels of their regular services which call at English ports to pick up West Indian passengers. A good service to Jamaica (Kingston) is that of the Direct Fruit Line, which has several steamers on this run, leaving London fortnightly, and the voyage averages fourteen days. This, also, is about the time taken by vessels of Fyffe's Line, which maintains a direct fortnightly service between Avonmouth and Kingston, and a similar service to Kingston by way of Barbados, Trinidad, and South and Central American ports, occupying just over three weeks. Other steamship lines with services to Barbados, Trinidad, and



THE CANADIAN PACIFIC "DUCHESS OF RICHMOND," WHICH LEAVES SOUTHAMPTON ON JANUARY 25 FOR A WEST INDIES CRUISE, CALLING AT TWELVE OF THE PRINCIPAL PORTS: THE 20,000-TON LINER.

Jamaica are the Hamburg American Line and the Colon Line (of the Royal Netherlands Steamship Company), whilst the Harrison Line and the French Line have services to Barbados and Trinidad, and the Royal Mail Line has cargo steamers sailing monthly which take a limited number of passengers for Jamaica, Nassau (Bahamas), and Bermuda.

A regular service between this country, the Bahamas, and Bermuda is maintained by the Pacific Line, calling at French and Spanish ports, with sailings about every six weeks. Special tours are arranged by certain vessels, with fares covering the voyage out and home, to either Bermuda or to Nassau, in the Bahamas; and a triangular Bermuda tour is arranged which enables passengers to travel to Bermuda by the Pacific Line, from Bermuda to New York by the Furness-Bermuda Line, and by the North Atlantic Line to the United Kingdom. Another method of reaching Bermuda is to travel by Canadian Pacific Line to Montreal and take passage from there to Bermuda by the Canadian National Line, or to New York, taking a steamer there of the



THE NEW FURNESS-BERMUDA LINER "MONARCH OF BERMUDA" LEAVING THE DOCK AT HAMILTON, BERMUDA: ONE OF THE FINE VESSELS ON THE NEW YORK-BERMUDA RUN.—[Photograph by Walter Rutherford.]

Furness-Bermuda Line, operated by the Furness, Withy Company, and which maintains a fast and frequent service to Bermuda, whilst the vessels employed are some of the most luxurious in the world. It is also possible to reach the Bahamas by rail from New York to Miami, in Florida, flying thence to Nassau.

A splendid West Indies cruise has been arranged by the Canadian Pacific Line, which is sending the *Duchess of Richmond* (20,000 tons) from Southampton, on Jan. 25, on a trip occupying forty-eight days, and which will call at the following ports: Cherbourg, Teneriffe, La Brea (Trinidad), Port of Spain (Trinidad), Curaçao (Dutch West Indies), Cristobal (Panama Canal), Kingston (Jamaica), Port Everglades (for Miami, Florida), Nassau (Bahamas), Bermuda, San Juan (Puerto Rico), Antigua (Leeward Islands), Martinique (French West Indies), Bridgetown (Barbados), and Madeira, returning to Southampton.

A Cunard-White Star Line cruise of forty-five days, by the *Homeric* (35,000 tons), leaving Southampton on Jan. 26, includes calls at Teneriffe, Martinique, Nassau, Havana, Kingston, Cristobal, Curaçao, La Guaira (Venezuela), Port of Spain, St. George's (Grenada), Barbados, and Madeira, returning to Southampton.

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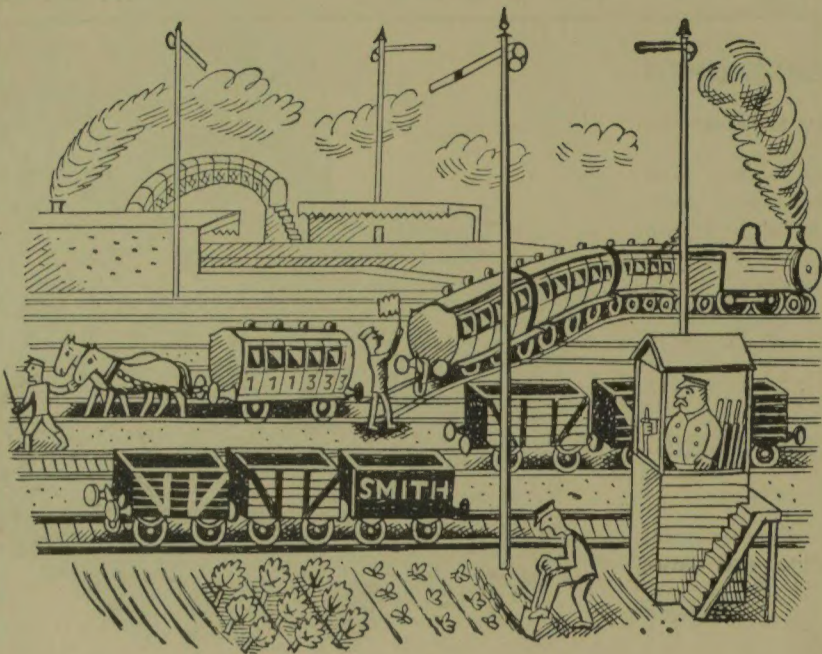
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## THE PLAYHOUSES.

### "STREAMLINE." AT THE PALACE.

MR. C. B. COCHRAN'S twenty-first revue is well named. It is so speedy that one's breath is well-nigh taken away. The music is tuneful, and the wit more than adequate for such entertainment, but it is the dancing that makes the production memorable. The ball-room dancing of Miss June Hart and Mr. Jack Holland is the outstanding individual turn; as graceful as a butterfly in the sun. Mr. Cochran's Young Ladies, beautifully—and frequently daringly—clad, excel themselves. From the origin of the First Waltz, they dance their way through the revue to a frenzied finale, "Faster, Faster." There are some typical A. P. Herbert sketches: a protest at the drabness of the average Registrar's Office; the lament of a nurse doomed to tend Other People's Babies, and a picture of the difficulties that surround a middle-class courtship, Nowhere to Go. Newspaper Readers at Home shows how tumultuous life would be if the suburban family really took head-lines seriously; while a burlesque of Gilbert and Sullivan was so perilously like the real thing that it may offend the faithful. The weakest sketch was "The Private Life of Napoleon Buonaparte," showing how the fate of Europe was decided through the Duke of Wellington falling in love with Josephine. Miss Florence Desmond gave some remarkable imitations of film stars in "Be Yourself," and was particularly amusing broadcasting an appeal to the mothers of England to follow her example and fly with their babies to the North Pole.

### "YES, MADAM?" AT THE LONDON HIPPODROME.

It is five years since Miss Binnie Hale and Mr. Bobby Howes last appeared at the Hippodrome, and now they have come together again in a musical comedy that threatens to be as popular as "Mr. Cinders." The plot is quite adequate to the needs of such a production as "Yes, Madam?" An uncle, happily married to his cook, decides that the Servants' Hall is the best training-ground for matrimony, so he leaves his fortune to his nephew and niece on condition they give satisfaction in domestic service for two months. Mr. Howes and Miss Hale are, of course, the nephew and niece, and to see them flirting with a step-ladder between them is immensely amusing. Mr. Billy Leonard plays the wicked nephew who hires an ex-convict to claim acquaintance with Mr. Howes, and so secure his discharge. To retain his position, Mr. Howes has to consent to steal a packet of compromising letters written by his master, Mr. Wylie Watson, to Miss Vera Pearce. This burbling scene is very funny, and ends in the two going to a Night Club, where their song and dance, "Czechoslovakian Love," makes the hit of the evening. Miss Binnie Hale has never done anything better than her pertly charming Sally, while her singing of "Dreaming a Dream" reveals a voice of real quality. As the shy nephew, Mr. Howes is at the top of his form. Melodious music, neat lyrics, attractive costumes, and a lovely chorus unite to make this one of the most attractive productions seen at the Hippodrome for years.

## THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

THE motor industry has been holding private views of their latest productions preparatory to exposing them for sale to the public. The Birmingham Small Arms Company, Ltd., had 1500 visitors at the Daimler Works last week to view the new B.S.A., Lanchester, and Daimler cars. This was a wonderful display in "fluid fly-wheel" transmission motors, which this firm now produce with comfortable saloon bodies from £210 up to £1515. My only criticism is calling the lower-priced cars B.S.A., and the medium- and higher-priced models Lanchester and Daimlers. Why not call the B.S.A. models 10-h.p. Junior Daimlers or 12-h.p. Junior Lanchesters? The design is practically the same and all are high-class productions; even the lowest-priced car. The novelty is the new engine design, which no longer has separate heads for the cylinders, so avoids all troubles of blown gaskets, and the like. This is fitted to the new "Light Six" cylinder 12-h.p. Lanchester saloon, a roomy carriage for £365 for folks who found the 10-h.p. Lanchester a trifle too small for them. The latter popular model is still retained in the programme. So also are the famous "25" Daimler "straight-eight" cylinder models, reported to be the smoothest travelling luxury carriage yet designed. Meanwhile, the Daimler 15-h.p. six-cylinder saloon at £450 is improved in its fittings, and so is likely further to increase its popularity among carriage owners in the coming season. This car was one of the great successes of 1934, and should exceed those sales in 1935.

Motor racing will finish its 1934 season with the usual autumn meeting, on Oct. 13, of the Brooklands Automobile Racing Club. Being the first Saturday of the Motor Show, there should be a large number of visitors present on that day from all parts of the country who make their annual visit to London during the ten days of the Motor Exhibition. The B.A.R.C. will have an attractive programme, so visitors to Weybridge should see some of the highest speeds made on the track during the season at this meeting, as the entries include the swiftest racing-cars now in England. Also the success of Mr. F. W. Dixon's bored-out Riley in winning the 500 miles' race of the British Racing Drivers' Club, on Sept. 22, at over 104 m.p.h., will cause many to go to Brooklands in order to see this car run again. Dixon told me that he runs on Special B.P. Ethyl petrol, and it certainly suits his engine, as this unsupercharged two-litre car was faster than many of the "blower" fitted machines expected to beat it. There is also an unofficial, but very interesting display usually at this meeting of the latest models which differ from standard cars held in the Paddock—cars for use by the observers and other officials. So visitors have an opportunity of seeing on the track such cars, for instance, as the new front-driven Citroën, with its independent wheel-springing and frameless chassis construction, and so observing its action in practical use. Known as the super-modern "Twelve," costing £250 in its saloon form, this car is built up from steel pressings so that the chassis and coachwork are spot-welded into one homogeneous whole. Also the Chrysler air-flow models and other types of special coachwork will be there, as well as every variety of sports models from Bentleys to Austin "Babies."

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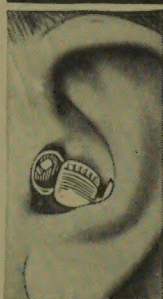
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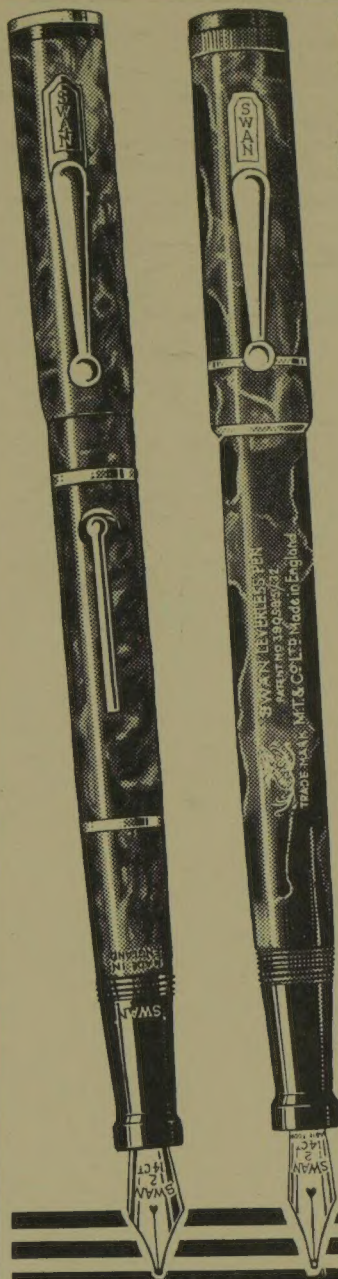
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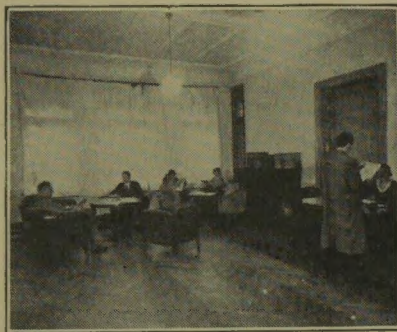
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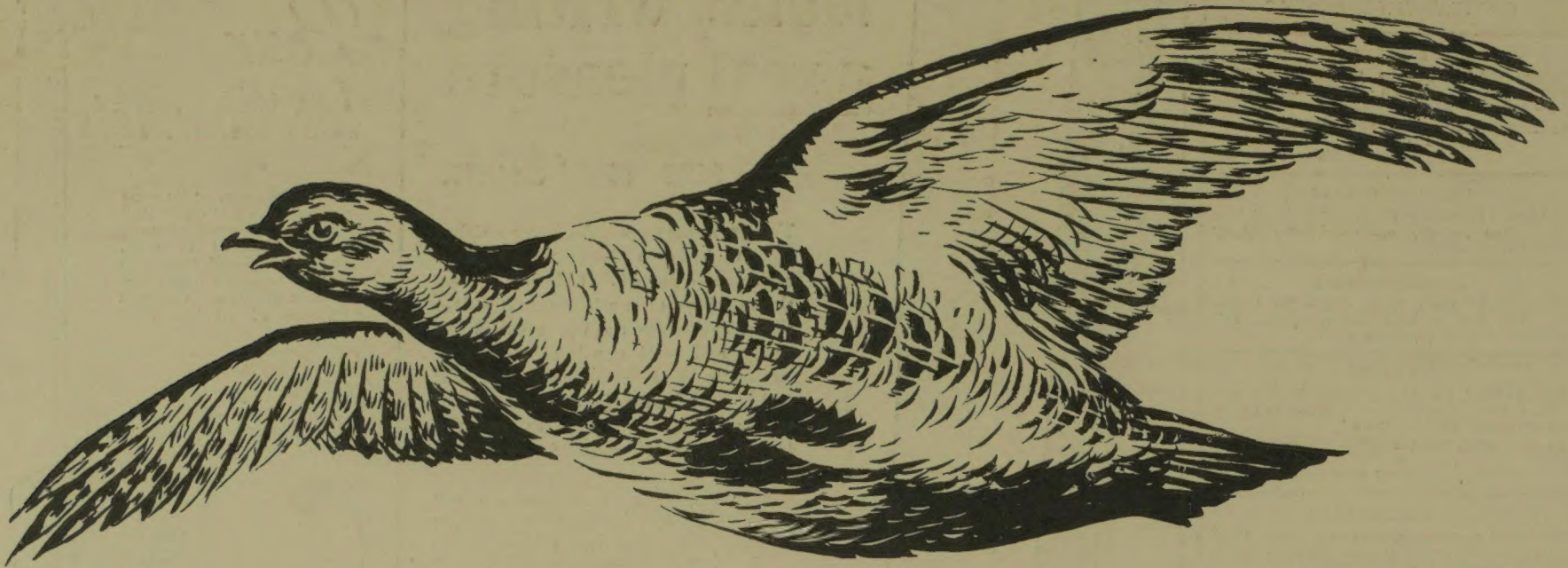
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